DESIGN AND CFD ANALYSIS OF FLOW THROUGH VENTURI OF A CARBURETOR

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ABSTRACT:
The process of forming a combustible fuel-air mixture by mixing the right amount of fuel with air before admission to the cylinder of the engine is called carburetion and the device doing this job is called carburetor.Modern passenger vehicles with gasoline engines are provided with different compensating devices for fuel air mixture supply. One of the important factors that affect the fuel consumption is that design of carburetor. The venture of the carburetor is important that provides a necessary pressure drop in the carburetor device. Since different SI engine alternative fuels such as LPG, CNG are used in the present day vehicles to reduce the pollution and fuel consumption. Still for a better economy and uniform fuel air supply there is a need to design the carburetor with an effective analytical tool or software.In this project venture of carburetor is modeled in 3D modeling software Creo/Engineer. CFD analysis is done on the venture by varying the fuel discharge nozzle angle on the flow.

Key word: Ansys, Pro E,CFD Analysis

1.INTRODUCTION

Engine is a device that transforms one form of energy into another form. Heat energy is a device that transforms the chemical energy contained in a fuel to another form of energy and utilizes that energy for some useful work

1.1 Carburetor

The simple carburetor consists of the following basic parts

Float chamber

- Venturi
- Fuel discharge nozzle
- Metering orifice
- Choke
- Throttle valve

1.3 PRINCIPLE OF CARBURETION

Both air and gasoline are drawn into the cylinder due to suction pressure created by the downward movement of the piston. In the carburetor, the air passing into the combustion chamber picks up the fuel discharged by a fine orifice in a tube called the carburetor jet. The rate of discharge of the fuel depends on the pressure difference between the float chamber and the throat of the venturi of the carburetor and the area of the outlet of the tube. In order that the fuel is strongly atomized the suction effect must be strong and the nozzle outlet must be comparatively small. To produce a strong suction, a restriction is generally provided in the pipe in the carburetor carrying air to the engine. This restriction is called throat. In this throat due to increase in the velocity of the air the pressure is decreased and suction is created.

The venturi tube has a narrower path at the center so that the path through air is going to travel is reduced. As same amount of air must travel must travel through the path of the tube so the velocity of the air at the venturi is increased and suction is created.

Usually the fuel discharge jet is located at the point where the suction is maximum. So this is positioned just below the throat of the venturi. The spray of the fuel from the fuel discharge jet and the air are mixed at this point of the throat and a combustible mixture is formed. Maximum amount of fuel gets atomized and some part gets vaporized. Due to increase in the velocity of the air at the throat the vaporization of the fuel becomes easier.

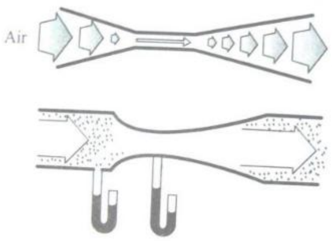


Fig:1 Operation of venture tube

2.PROJECT DESCRIPTION

In this project venture of carburetor is modeled in 3D modeling software Pro/Engineer. CFD analysis is done on the venture by varying the fuel discharge nozzle angle on the flow. The analysis was done for

ϴ= 30, 35, 40 and 45 where ϴ is the angle between the axis of the fuel discharge nozzle and the vertical axis of the body of the carburetor.

And also CFD analysis is done to calculate the throat pressure for different angles of the throttle plate 45, 60, 75, 90.

Fig The simple carburetor

3.INTRODUCTION TO CREO

PTC CREO, formerly known as Pro/ENGINEER, is 3D modeling software used in mechanical engineering, design, manufacturing, and in CAD drafting service firms. It was one of the first 3D CAD modeling applications that used a rule-based parametric system. Using parameters, dimensions and features to capture the behavior of the product, it can optimize the development product as well as the design itself.

The name was changed in 2010 from Pro/ENGINEER Wildfire to CREO. It was announced by the company who developed it, Parametric Technology Company (PTC), during the launch of its suite of design products that includes applications such as assembly modeling, 2D orthographic views for technical drawing, finite element analysis and more.

PTC CREO says it can offer a more efficient design experience than other modeling software because of its unique features including the integration of parametric and direct modeling in one platform. The complete suite of applications spans the spectrum of product development, giving designers options to use in each step of the process. The software also has a more user friendly interface that provides a better experience for designers. It also has collaborative capacities that make it easy to share designs and make changes.

There are countless benefits to using PTC CREO. We’ll take a look at them in this two-part series.

First up, the biggest advantage is increased productivity because of its efficient and flexible design capabilities. It was designed to be easier to use and have features that allow for design processes to move more quickly, making a designer’s productivity level increase.

Part of the reason productivity can be increased is because the package offers tools for all phases of development, from the beginning stages to the hands-on creation and manufacturing. Late stage changes are common in the design process, but PTC CREO can handle it. Changes can be made that are reflected in other parts of the process.

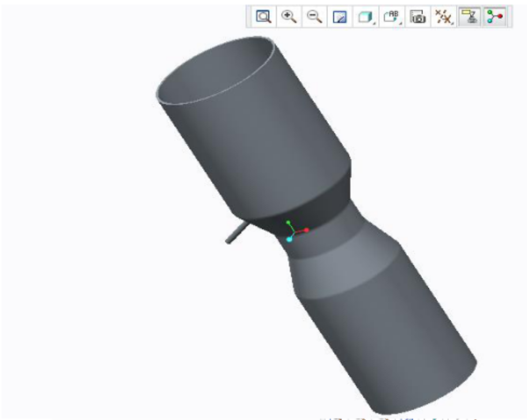
The collaborative capability of the software also makes it easier and faster to use. One of the reasons it can process information more quickly is because of the interface between MCAD and ECAD designs. Designs can be altered and highlighted between the electrical and mechanical designers working on the project.

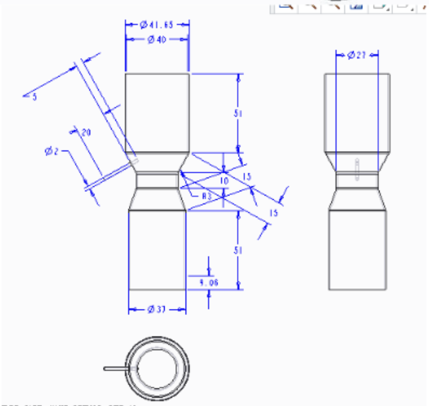
The time saved by using PTC CREO isn't the only advantage. It has many ways of saving costs. For instance, the cost of creating a new product can be lowered because the development process is shortened due to the automation of the generation of associative manufacturing and service deliverables.

PTC also offers comprehensive training on how to use the software. This can save businesses by eliminating the need to hire new employees. Their training program is available online and in-person, but materials are available to access anytime.

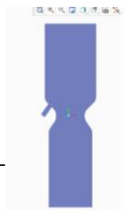
A unique feature is that the software is available in 10 languages. PTC knows they have people from all over the world using their software, so they offer it in multiple languages so nearly anyone who wants to use it is able to do so.

3.1 MODELS OF VENTURE
3D MODEL

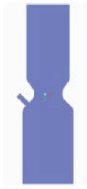




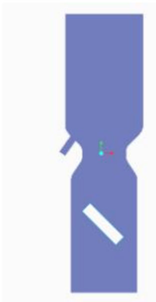
3.2 FUEL DISCHARGE NOZZLE ANGLE – 300



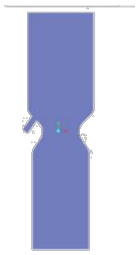
3.3 FUEL DISCHARGE NOZZLE ANGLE – 350



3.4 FUEL DISCHARGE NOZZLE300: ANGLE – 45



3.5 THROTTLE PLATE ANGLE – 450



4.INTRODUCTION TO ANSYS

4.1 Structural Analysis

ANSYS Autodyn is computer simulation tool for simulating the response of materials to short duration severe loadings from impact, high pressure or explosions.

4.2 ANSYS Mechanical

ANSYS Mechanical is a finite element analysis tool for structural analysis, including linear, nonlinear and dynamic studies. This computer simulation product provides finite elements to model behavior, and supports material models and equation solvers for a wide range of mechanical design problems. ANSYS Mechanical also includes thermal analysis and coupled-

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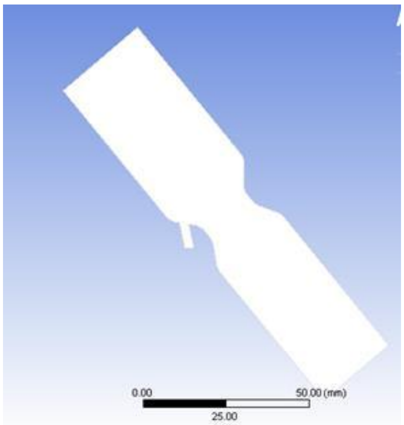
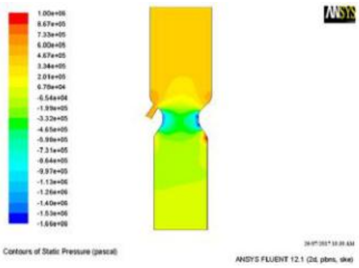
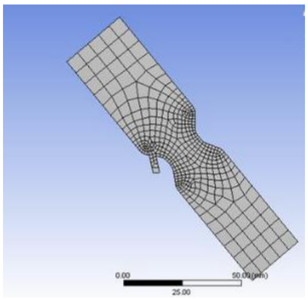


4.4 SPECIFYING BOUNDARIES FOR INLET AND OUTLET Static Pressure

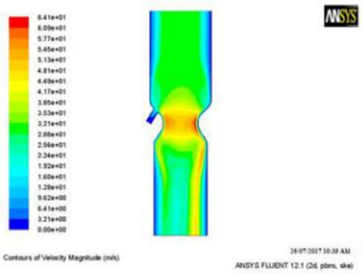


Velocity

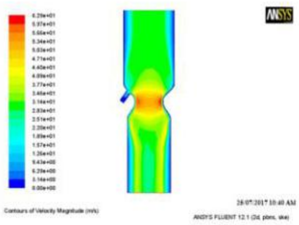


4.5 FUEL DISCHARGE NOZZLE ANGLE – 350

Static Pressure

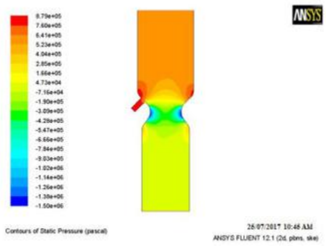


Velocity

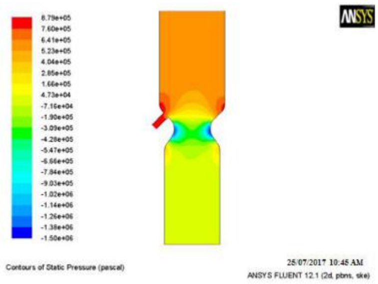


4.6 FUEL DISCHARGE NOZZLE ANGLE – 450

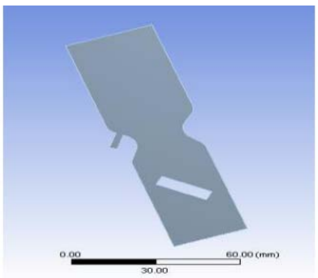
Static Pressure

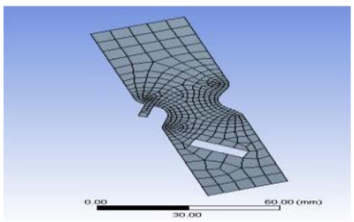


Velocity



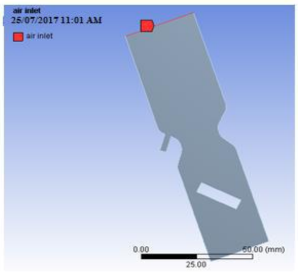
4.7 THROTTLE PLATE ANGLE – 450 Save Creo Model as .iges format

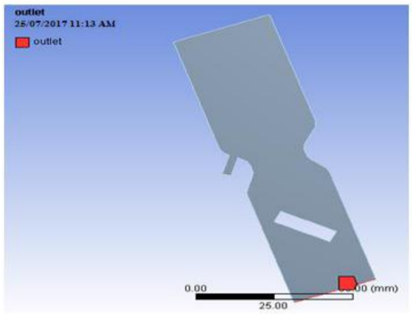




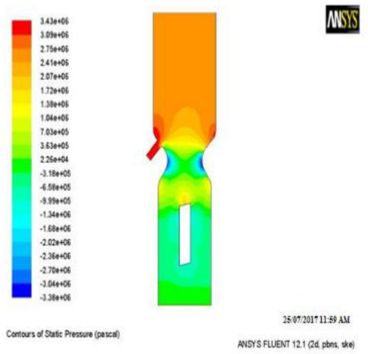
4.8 SPECIFYING BOUNDARIES FOR INLET AND OUTLET Fuel Inlet

Air Inlet

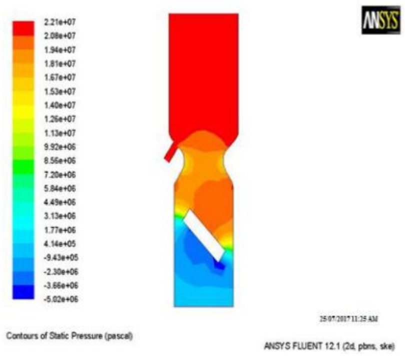




Static Pressure

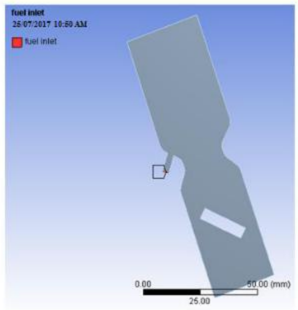


4.9 THROTTLE PLATE ANGLE – 600
Static Pressure



THROTTLE PLATE ANGLE – 90^0

Static Pressure



RESULTS TABLE

FUEL DISCHARGE ANGLE	30	35	40	45
STATIC PRESSURE (Pa)	1e 6	6.75 e5	7.4 e5	8.79 e5
VELOCITY (m/s)	6.41 e1	6.21 e1	6.33 e1	6.37 e1

THROTTLE PLATE ANGLE	45	60	75	90
STATIC PRESSURE (Pa)	2.08 7	2.21 e7	4.22 e6	3.43 e6

5. CONCLUSION

From the above analysis the conclusions obtained are 1. When the flow inside the carburetor was analyzed for different angles of throttle plate opening, it was found that the pressure at the throat of the venturi decreased with the increase in opening of the throttle plate. Because when the throttle plate opening increases then the flow of air through the carburetor increases but the fuel flow remains constant. So the mixture becomes leaner. But as obtained from the analysis above the pressure at the throat the throat also decreases with increase in opening of the throttle plate so the flow of fuel from the float chamber into the throat increases and hence the quality of the mixture tends to remain constant.

2. When analyzed for fuel discharge nozzle angle of 300, it was observed that the pressure distribution inside the body of the carburetor is quite uniform which leads to a better atomization and vaporization of the fuel inside the carburetor body. But in other cases like where the fuel discharge nozzle angle was 350, 400 or 450, the pressure distribution is quite non-uniform inside the body of the carburetor. So it is concluded that for gasoline operated engine the optimum fuel discharge nozzle angle is 300.

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