

**STUDIES ON THE TURBOCHARGING OF A
METHANOL FUELED AUTOMOTIVE
SPARK IGNITION ENGINE**

by

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Thesis submitted

in fulfilment of the requirements of the degree of

DOCTOR OF PHILOSOPHY

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INDIAN INSTITUTE OF TECHNOLOGY, DELHI

June 1990

CERTIFICATE

This is to certify that the thesis entitled "Studies on the Turbocharging of a Methanol Fueled Automotive Spark Ignition Engine" being submitted by Mr.P. Mohanan to the Indian Institute of Technology, Delhi, for the award of the degree of Doctor of Philosophy is a record of the bonafide research work carried out by him. He has worked under my guidance and supervision and has fulfilled the requirements for the submission of this thesis, which has reached the requisite standard.

The results contained in this thesis have not been submitted, in part or full, to any other University or Institute for any degree or diploma.

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ACKNOWLEDGEMENTS

I wish to express my sincere gratitude to Dr.M.K.Gajendra Babu for his invaluable guidance, kind supervision and constant encouragement in bringing this work to completion. His rich knowledge in computation and programming inspired me to learn many things. During the last stages, even though he was away with the University of Manchester Institute of Science and Technology, he took significant interest in the completion of my work. His kind attitude and calm nature has always been a solace for me. To him, I am forever, indebted.

I am very much thankful to Prof. S.C. Tripathi, Head, Centre for Energy Studies, for his kind help and suggestions and for providing me with all facilities in the Centre to bring my work to completion.

Sincere thanks are due to the staff of the Computer Services Centre for the kind cooperation they had rendered while I was doing my computation on the ICL 2960 Main Frame Computer. I feel obliged to Dr. R. Balasubramanian for providing me with all the facilities for my work on the Personal Computers of CES. I wish to express my sincere thanks to Dr. T.S. Bhatti, Mr. D.P.Bhatia, and Mr. V.K. Rana who rendered all help and cooperation for my work on the Personal Computers.

Sincere appreciation is expressed to Dr. H.C. Watson, Department of Mechanical Engineering, University of Melbourne, for making available the experimental data needed for comparing with the computer results.

I am grateful to Dr. J.P. Subrahmanyan and Prof. H.B. Mathur who showed keen interest in the progress of my research work.

I am deeply indebted to Mr. K.C. Harikumar for constantly contributing his rich knowledge in computers and programming especially

at every difficult moment of my computational work. I express my sincere thanks to Mr. Md. Rafiqul Islam who has always been happy to extend all help at various stages of my work on the computers.

I am thankful to my friends, C.S. Sinha, P.S. Chandra Mohanan Nair, Kunhumoideen, Baby Chakrapani, Francis V. Varghese and D.S. Hrishikesan, all of whom rendered a helping hand in various ways and made my stay in IIT a pleasant one. Also thanks are due to Miss. Merley S.P. and Miss. Anice M.C. for their kind help, cooperation and encouragement given in completing my thesis work.

I wish to express my sincere thanks to Prof. N.R. Shetty and Dr. B.T. Nijaguna of my parent college, for having sponsored me under QIP to do my higher studies at this Institute. Also sincere thanks are due to Prof. B.S. Samaga and my colleagues for giving me constant encouragement and for taking care of my interests in the Department.

My wife Padma Kumari and daughters Smitha and Nisha, inspite of their difficulties due to my long absence at home, always encouraged me to carry out my work. Their patience and kind understanding has always been a morale booster for me.

I also put on record my thanks to Mr. Sanjay Arora and Mr. Vinod Swami for taking patience for typing this thesis.

I wish to express my deep felt sense of gratitude to Dr. M.K.G. Babu and Mrs. Nageswari Babu for extending their kind hospitality to me during my stay in the campus.



(P. Mohanan)

ABSTRACT

The investigations undertaken to visualise the potential of methanol as a fuel for a turbocharged automotive multicylinder spark ignition engine are reported in this thesis.

A comprehensive computer simulation model for an automotive multicylinder spark ignition engine is formulated for gasoline and methanol operations. The model illustrates the simulation of power cycle, consisting of compression, combustion and expansion processes including the prediction of nitrogen oxide and carbon monoxide emissions. The model also describes the simulation of gas exchange process, comprising of exhaust and intake processes, which predicts the pressure and temperature not only inside the cylinder but also at different locations in the exhaust and intake systems. Further the model also illustrates the scheme of computing the wall temperatures of different surfaces of the engine and also the technique employed for matching the turbocharger and engine. The above studies have been conducted for an original and modified engine designs.

The computed data of the above model has been validated with the available experimental data. The developed computer program has been run for different operating conditions encompassing broad changes in engine

speed, fuel-air equivalence ratio, spark ignition timing, compression ratio and boost pressure. The model predicts the brake power developed by the engine, brake specific fuel and energy consumptions, the peak pressure and temperature of gas in the cylinder and the nitrogen oxide and carbon monoxide emissions, for both the gasoline and methanol operations, corresponding to the original and modified engine designs. The overall analysis of the results show an increase in power output, lower nitrogen oxide and carbon monoxide emissions and improved brake specific energy consumption for the methanol fueled engine as compared to the gasoline version for both the original and modified engine designs operating on naturally aspirated and turbocharged conditions.

It is anticipated that the above investigations could be employed for developing a multicylinder automotive turbocharged methanol fueled spark ignition engine.

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