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Heat Transfer Analysis by CFD Simulation for Different shapes of Fins

Mohsin A. Ali[1] and Prof. (Dr.) S.M Kherde[2]
[1] *Mechanical Engineering Department, Dr. Sau. KGIET, Amravati, India*
[2] *Principal, Dr. Sau. KGIET, Amravati, India*

Abstract— An air-cooled motorcycle engine releases heat to the atmosphere through the mode of forced convection to facilitate this, fins are provided on the outer surface of the cylinder. The heat transfer rate depends upon the velocity of the vehicle, fin geometry and the ambient temperature. Insufficient removal of heat from engine will lead to high thermal stresses and lower engine efficiency. The cooling fins allow the wind to move the heat away from the engine. Low rate of heat transfer through fins is the main problem of air cooling system. An attempt is made to simulate the heat transfer using CFD for different shape and geometry of Fins to analyse effects on rate of heat dissipation from fins surfaces. The heat transfer surfaces are modelled in CATIA and simulated in FLUENT software. The main of aim of this work is to study different shapes and geometry of fins to improve heat transfer rate by changing fin geometry under different velocity.
Keywords— Cooling fins, Heat transfer, Convection & Thermal Stresses.

I. INTRODUCTION

In Engine When fuel is burned heat is produced. Additional heat is also generated by friction between the moving parts. Only approximately 30% of the energy released is converted into useful work. The remaining (70%) must be removed from the engine to prevent the parts from melting. For this purpose Engine have cooling mechanism in engine to remove this heat from the engine some heavy vehicles uses water-cooling system and almost all two wheelers uses Air cooled engines, because Air-cooled engines are only option due to some advantages like lighter weight and lesser space requirement. The heat generated during combustion in IC engine should be maintained at higher level to increase thermal efficiency, but to prevent the thermal damage some heat should remove from the engine. In air-cooled engine, extended surfaces called fins are provided at the periphery of engine cylinder to increase heat transfer rate. That is why the analysis of fin is important to increase the heat transfer rate. Computational Fluid Dynamic (CFD) analysis has shown improvements in fin efficiency by changing fin geometry, fin pitch, number of fins and fin material.

II. METHODOLOGY

A. Modeling and Design

The Design of different geometrical shape of Fins was in CATIA and Analysis done by the ANSYS FLUENT software and for mashing purpose Hyper Mesh was used. The computational domain consists of a rectangular volume of large dimensions containing the finned body at its Centre. It was focused on the fins and appropriate boundary conditions were applied at the domain ends to maintain continuity. A fine mesh has been created near the fins to resolve the thermal boundary layer which is surrounded by a coarse external mesh for better results and fast solution. A face mesh has been done by Tetrahedron element as shown in Fig. (1, 2&3) The volume was then meshed by Hyper Mesh.

B. Mathematical Equations

Ansys FLUENT solve problem with Finite Volume Method (FVM) and in this case solved the standard Navier - Stokes equations of fluid flow in three dimensions for finding the pressure and velocity at domain points. The following momentum conservation was used along with the continuity equation [9]

$$\frac{\partial(\rho)}{\partial t} + v\nabla.(\rho v) = -\nabla P + \nabla.\tau + F + \rho g$$

For heat transfer, the energy equation is solved in the following form:

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$$\frac{\partial(\rho E)}{\partial t} + \nabla.\left(v(\rho E + p)\right) = \nabla.\left(k_{eff}\nabla T - \sum_j h_j J_j + (\tau.v)\right) + Sh$$

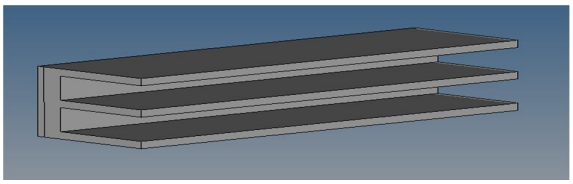


Fig. 1(a): Straight Fin Model

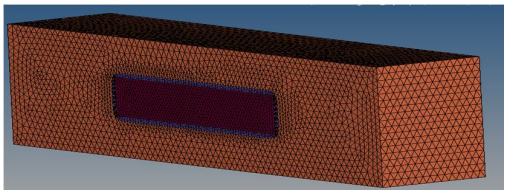


Fig. 1(b): Straight Fin Mesh Model

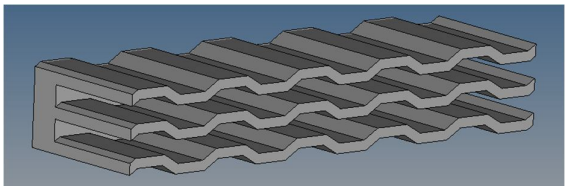


Fig. 2(a): Step shape Fin Model

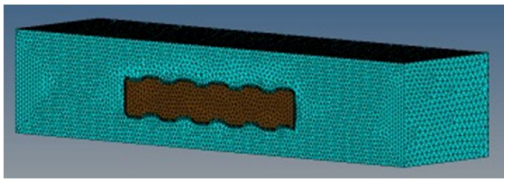


Fig. 2(b): Step shape Fin Mesh Model

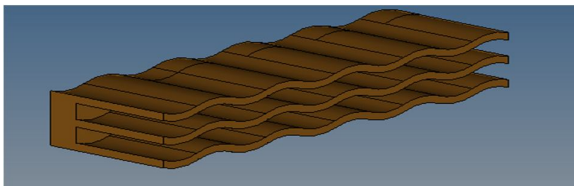


Fig.3(a) : Sine Shape Fin Model

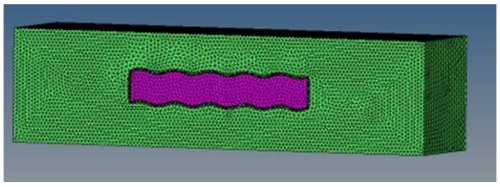


Fig. 3(b): Step shape Fin Mesh Model

TABLE I
Parameter Consider for analyis of Different Models

Parameter	Straight Fin	Step Fin	'S' shape Fin
Length	150mm	150mm	150mm
Thickness	3mm	3mm	3mm
Width of fin	35mm	35mm	35mm
Surface area	0.04 m^2	0.042s m^2	0.0415 m^2

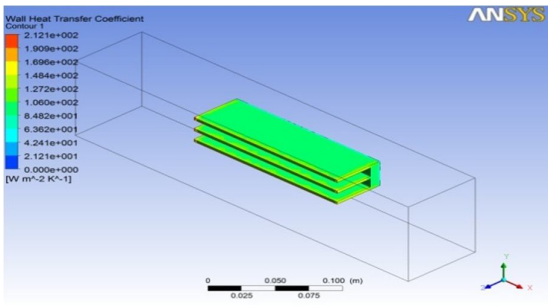
C. Problem setup in Fluent

The flow around the fin has been solved at different airflow velocities from 10 km/hr to 40 km/hr, and at air temperatures at 30^0C. A three dimensional steady state heat transfer analysis has been done by assuming a constant temperature on the inner surface of the wall. The temperature at the inner surface is assumed constant at 500^0C to account for heat generated due to combustion inside the engine. For obtaining the relation between heat transfer coefficient and velocity, the temperature was maintained constant and the simulations were carried out varying the velocity from 10km/hr to 40 km/hr. Values of HTC and Kinetic turbulence Energy were obtained for different velocities.

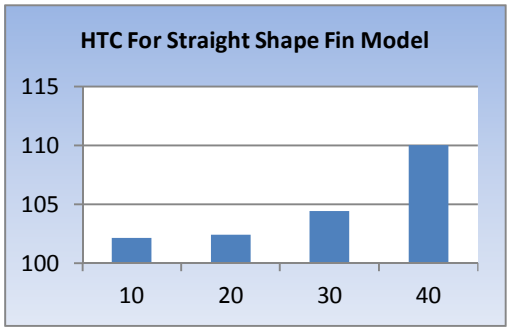
III.RESULTS AND DISCUSSION

A. HTC Values across the Fins

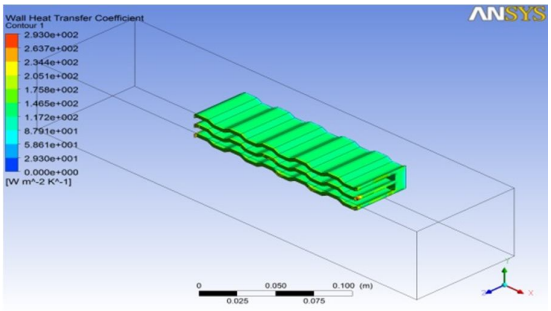
HTC values for the different air velocity are found out for the three shapes fin. Result showing significantly increase in HTC for Step shape and 'S' Shape Fin. Analysis conducted for the four different velocity from 10Km/Hrs. to 40Km/Hrs.



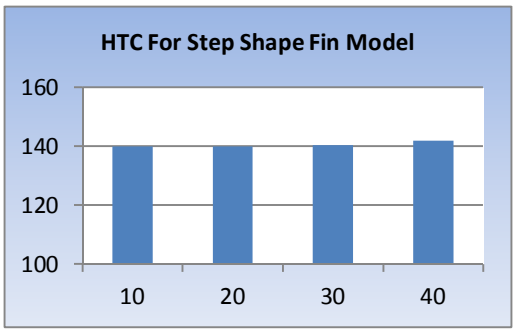
HTC For Straight Shape Fin Model



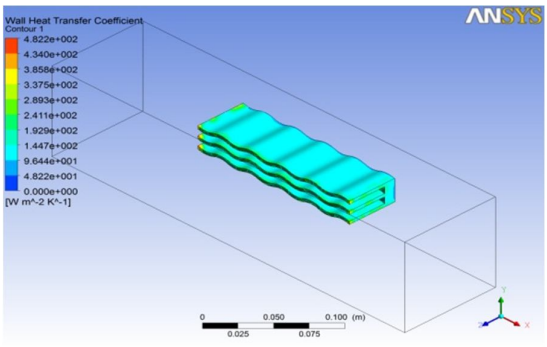
X-Axis Air Velocity(Km/Hr)
Y-Axis HTC W/(m2K).



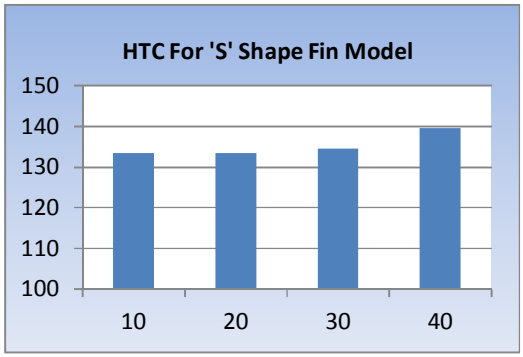
HTC For Step Shape Fin Model



X-Axis Air Velocity(Km/Hr)
Y-Axis HTC W/(m2K).



HTC For 'S' Shape Fin Model



HTC For 'S' Shape Fin Model

X-Axis Air Velocity(Km/Hr)
Y-Axis HTC W/(m2K).

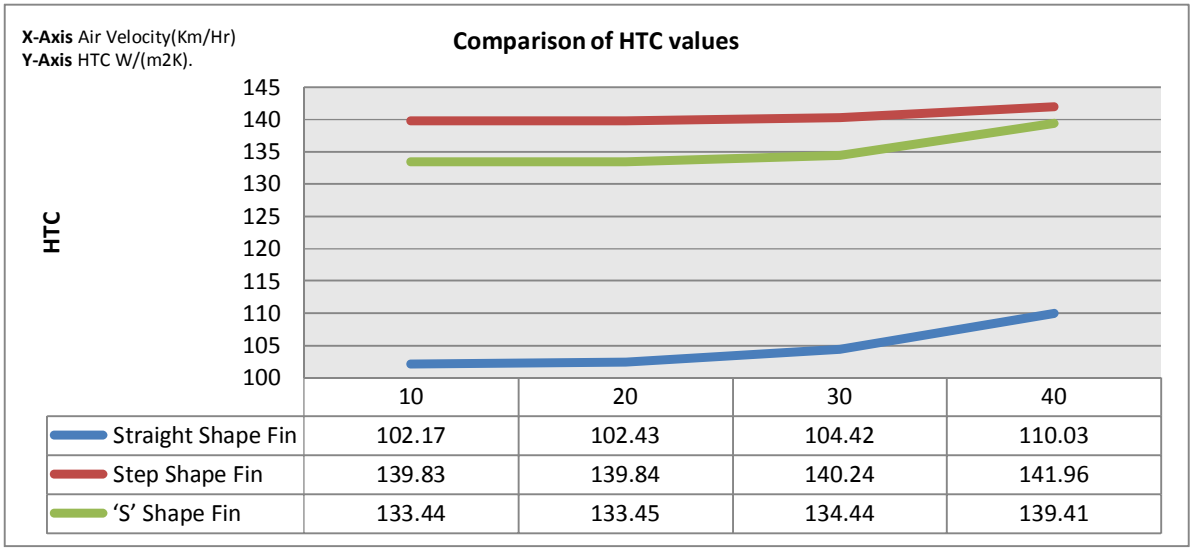
Fig. 4: Comparison of HTC values for each model w.r.t air velocity

B. Kinetic Turbulence Energy Values across the Fins

Below figures (5&6) shows variation in HTC and Turbulence energy w.r.t the air velocity. Significant change in HTC can observe on changing the shape of the fin from Straight to Step and Sine 'S' Shape.

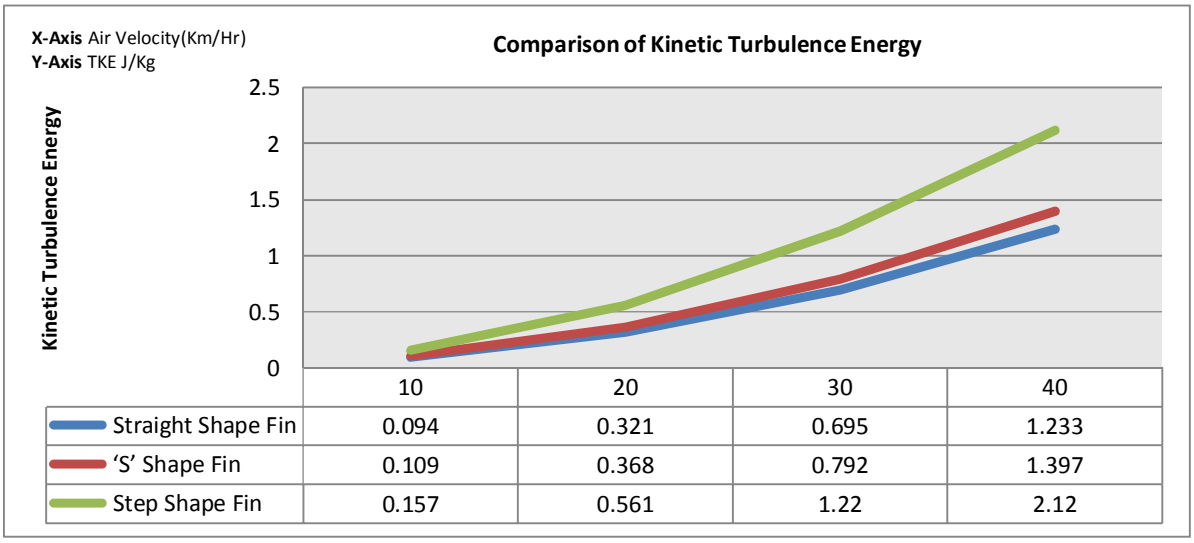
To increase the rate of heat transfers from any surface need to increase its surface area and turbulence of flowing air around the

surface. Results of simulation are showing increase in both the factor .i.e. HTC and turbulence.



	10	20	30	40
Straight Shape Fin	102.17	102.43	104.42	110.03
Step Shape Fin	139.83	139.84	140.24	141.96
'S' Shape Fin	133.44	133.45	134.44	139.41

Fig. 5: Comparison of HTC values



	10	20	30	40
Straight Shape Fin	0.094	0.321	0.695	1.233
'S' Shape Fin	0.109	0.368	0.792	1.397
Step Shape Fin	0.157	0.561	1.22	2.12

Fig. 6: Comparison of Kinetic Turbulence Energy

IV. CONCLUSION

A brief summary of the work completed and significant conclusions derived from this work are highlighted below.

A. Models for three different shapes of Fins were developed and effects of wind velocity and heat transfer coefficient values were investigated. An Analysis is carried out in Ansys Fluent to find the effect of change in geometry of Fins in terns of HTC and air turbulence.

B. Heat transfer rate increases after changing fin geometry and it is observed that HTC and turbulence are more in case of Step shape Fin model as compare to 'S' shape Fin model.

C. Because of non-uniformness in the geometry of Fins turbulence of flowing air increases which results in more heat transfer rate.

V. FUTURE SCOPE

Same work can be extended to the design of motor Cycle Engine Fins to increase the heat transfer rate from Engine.

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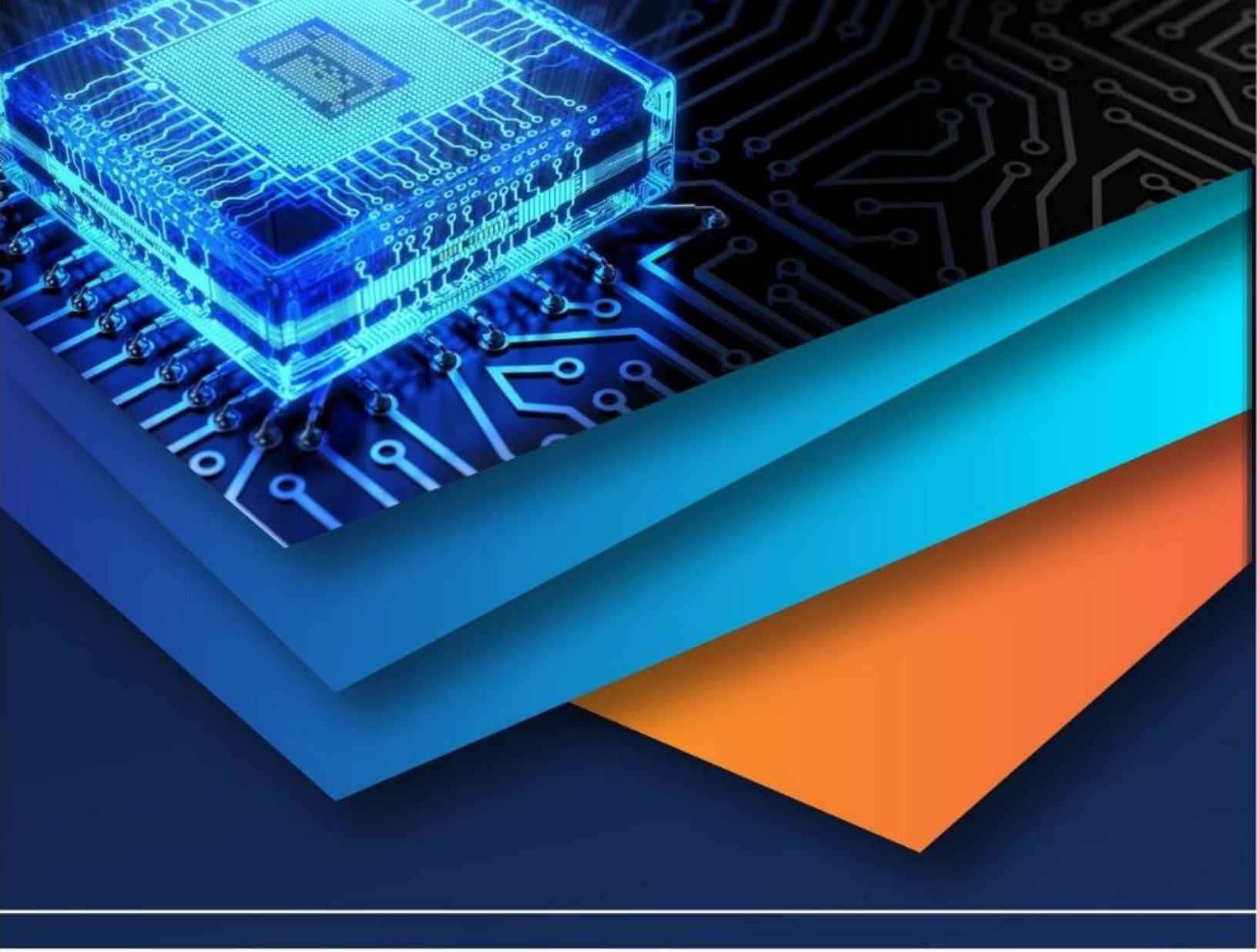
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