



iJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 7 Issue: 1 Month of publication: January 2019

DOI: <http://doi.org/10.22214/ijraset.2019.1146>

www.ijraset.com

Call:  08813907089

E-mail ID: ijraset@gmail.com

Re-Engineering of Auto Rickshaw Muffler

Mr. Aditya J. Naik¹, Mr. Rahul S. Atigre², Mr. Rohit R. Suryawanshi³, Prof. S.S. Mane⁴

^{1, 2, 3}Students of Kolhapur Institute of Technology's College Of Engineering, Kolhapur.

⁴Professor, Department of Mechanical Engineering, K.I.T's College of Engineering, Kolhapur, Maharashtra, India

Abstract: In automobiles, the exhaust sound is the major source of noise pollution. In order to minimize this noise, muffler should be designed with considering firing frequency of engine, backpressure and manufacturing cost. In this paper, we made a new design of a Piaggio Ape's muffler to reduce exhaust noise. We have recalculated the dimensions of the muffler and its internal parts for maximum insertion loss. We have used part geometries like fishtailing, expansion cone etc. Based on new muffler design parameters, a model is fabricated and tested.

Keywords: Muffler, Exhaust sound, Backpressure, Noise pollution, Chamber.

I. INTRODUCTION

The design of mufflers has been a topic of great interest for many years and hence a great deal of understanding has been gained. Most of the advances in the theory of acoustic filters and exhaust mufflers have come about in the last four decades. Hence the good design of the muffler should give the best noise reduction and offer optimum backpressure for the engine. Moreover, for given internal configuration mufflers have to work for a broad range of engine speed.

The base construction of muffler usually consists of the circular or tubular metal jacket, perforated tubes, and the expansion chamber. The arrangement of these components will guide the exhaust gas to flow from the inlet pipe of the muffler to the outlet. Inside the silencer, the noise from the exhaust gas will be canceled out by the basic physical principle based on noise cancellation before the gas flows out to the atmosphere. The noise cancellation will reduce the noise that radiated by the vehicle to the surrounding. The performance of the muffler is based on acoustical and backpressure. Acoustic performance is defined as the sound level measured in decibels. The backpressure is the extra static pressure exerted by the silencer.

II. PRESENT CONDITIONS

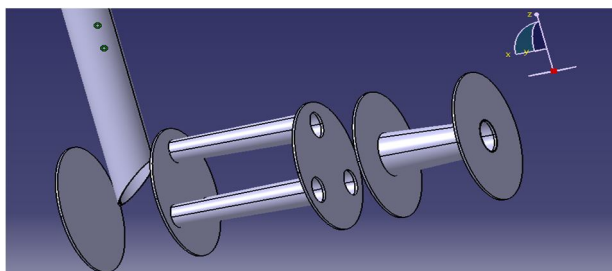
Ape Xtra LD is one of the commercial vehicles of Piaggio. Its engine creates noise above 100 dB. Generally, a better silencer attains attenuating sound & also backpressure. So, the aim of the project to reduce the sound level of auto rickshaw silencer by 5db and to study the acoustical performance.

III. METHODOLOGY

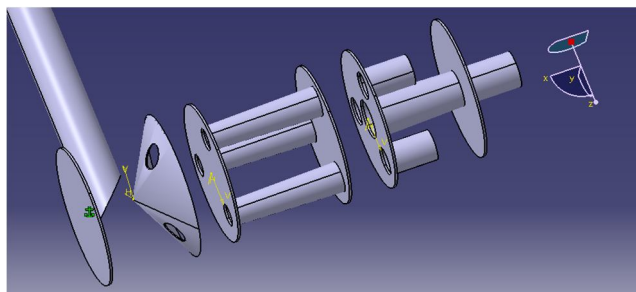
We have gone through following steps:

- 1) First, we studied the existing muffler design. Then we studied the general phenomenon and considerations to minimize the exhaust noise.
- 2) Then we generate some possible designs, we tried to add some innovative geometries in it and after the careful consideration, we finalized one design.
- 3) Then we calculated the dimensions of all internal and external parts.
- 4) Then based on calculated dimensions a model is fabricated and tested.

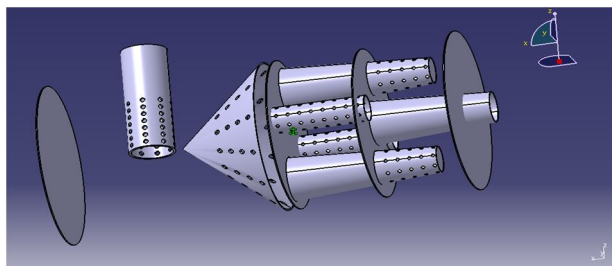
A. Design Iterations



Design 1



Design 2



Design 3

From above all these designs we selected design 3, it works as follows;

Gases from the exhaust valve of the IC engine flows towards catalytic converter and then moves towards silencer's inlet pipe. It enters into the first chamber through the inlet pipe which is having perforated holes on its periphery. It moves towards the second chamber through the perforated holes present on the cone. At the back of the cone, a low-pressure region is generated which sucks the gases into the second chamber. The second chamber has two fishtail pipes converging at the outlet. It has an extruded part beyond the second chamber. This section has perforated holes on its periphery. Through these holes, the gases are passed in the third chamber. The second baffle plate has two holes of diameter 25 mm. Gases in the third chamber flow back into the previous chamber through these two pipes. Because of this muffling of gases take place. These two straight pipes have perforated holes on its periphery. Gases come out of these perforated holes and enter into the fishtail pipe which ends at the outlet of the silencer.

B. Advantages

- 1) The inlet pipe has perforated holes on its periphery which increases attenuation loss.
- 2) It has cone like structure which enhances the sound reduction technique.
- 3) At the back of the cone, a low pressure region is generated which sucks the gases into the second chamber and decreases the back pressure as well.
- 4) It has fishtail pipes which are very useful in decreasing the sound levels. The fishtail pipes have perforated holes over its periphery which decreases sound.
- 5) Helmholtz resonator is used which increases attenuation loss.

IV. CALCULATIONS FOR MUFFLER DESIGN 3

A. The Following Points Are Considered As Guidelines To Designing Of Muffler _ [16]

- 1) An angle between the diverging walls of about 6 degree – 10 degree gives best diffuser performance.
- 2) For a given area change per unit length of duct, diffuser of circular cross section gives the best effectiveness ,with square cross sections next.
- 3) For most commonly used area ratios an abrupt area increase result in less total pressure loss than a diffuser with wall angle greater than 40 degree – 50 degree.
- 4) The material used to guide the exhaust flow and sound waves to escape, is usually perforated steel with an open area of approximately 20%. _[1]
- 5) Lightness could be possible if the thickness is decreased or the volume is reduced. However, this causes high back pressure. _[9]

B. Muffler Volume Calculation _[8]

Engine Data:-

Bore (D)=86mm

Stroke Length = 75mm

No of Cylinders (n) = 1

Engine Power (p) =5.82Kw at 3600 rpm

Engine Swept Volume = $0.25 \times 3.14 \times D \times D \times L$
 $= 0.25 \times 3.14 \times 86 \times 86 \times 75$
 $= 0.43543 \text{ Liter}$

Engine Volume to be considered for calculation = $0.5 \times \text{swept volume} \times n$
 $= 0.5 \times 0.43543 \times 1$
 $= 0.217715 \text{ litre}$

Now, Silencer Volume (Volume of silencer must be at least 12 to 25 times the engine volume i.e. factor considered is 25)
 $= 25 \times 0.217715$
 $= 5.442875 \text{ litre}$

C. Four Stroke Engine Airflow Calculations

$$\text{Intake Airflow} = \frac{\text{Engine Size (CID)} \times \text{RPM}}{3456} \times \text{Volumetric Efficiency}$$

$$\text{Intake Airflow} = \frac{26.6064 \times 3600}{3456} \times 0.9$$

$$= 249.435 \text{ CFM}$$

Here,

Engine Size =436 CC=26.6064 CID

_Volumetric Efficiency for naturally aspirated diesel engine=90 %

Now, Exhaust flow = $\left(\frac{\text{Engine temperature} + 460}{540}\right) \times \text{Intake Airflow}$
 $= \left(\frac{1000 + 460}{540}\right) \times 249.435$
 $= 674.39 \text{ CFM}$

Now, Exhaust gas Velocity = $\frac{\text{Exhaust flow rate (CFM)}}{\text{Silencer inlet pipe area (ft}^2\text{)}}$
 $= \frac{674.398}{0.01318579}$
 $= 51145.842 \text{ ft/min}$

D. Calculation For Pressure Drop _[15]

Now,

Exhaust Temperature of diesel Four Stroke naturally aspired engine=1000 degree F

Maximum back pressure required= 3” Hg = 0.10159 bar

Now, Pressure Drop (ΔP) = $C_p \times \left(\frac{V}{4005}\right)^2 \times \left(\frac{530}{T (\text{degree F}) + 460}\right)$
 $= 0.8 \times \left(\frac{51145.842}{4005}\right)^2 \times \left(\frac{530}{1000 + 460}\right)$
 $= 47.362 \text{ inches of water}$
 $= 0.117855601 \text{ bar}$

E. Selection of Muffler Grade _[8]

Step1) Unsilenced Noise Level (UNL) = 110 dB

Step 2) Calculation of Exhaust Noise Calculation (RNC) criteria,

We assume that Receiver noise criteria (RNC) = 85 dBA

Hence, ENC = RNC - 5

ENC = 85 - 5

ENC = 80

Step 3) Insertion Loss = UNC - ENC - 5
 = 110 - 80 - 5
 = 25 dBA

Now, according to Insertion Loss it is a 'Residential Grade' type muffler,

So, according to ASHARE technical Committee 2.6 for 'Residential Grade' type muffler,

Insertion Loss	20 to 30 dB
Body/Pipe	2 to 4
Chamber Length/pipe	6 to 10

Table 1: Residential Grade Type Muffler

1) Chamber Length Selection

_[15]

According to ASHARE technical Committee 2.6

$$6 \times d_{\text{exhaust}} \leq L \leq 10 \times d_{\text{exhaust}}$$

$$6 \times 35 \leq L \leq 10 \times 35$$

$$210 \text{ mm} \leq L \leq 350 \text{ mm}$$

a) Selection Of Chamber Length Considering Exhaust Gas Temperature

As we already assumed that maximum exhaust gas temperature

$$= 1000 \text{ degree F}$$

$$= 1459.67 \text{ degree R}$$

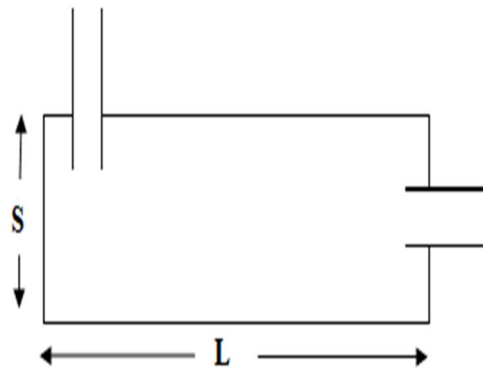


Fig. 1 Muffler Layout

Limit of length,

$$0.5 \left(\frac{49.03 \times \sqrt{R}}{2\pi \times f} \right) \leq L \leq 2.6 \left(\frac{49.03 \times \sqrt{R}}{2\pi \times f} \right)$$

$$0.5 \left(\frac{49.03 \times \sqrt{1459.67}}{2\pi \times 550} \right) \leq L \leq 2.6 \left(\frac{49.03 \times \sqrt{1459.67}}{2\pi \times 550} \right)$$

$$0.2710 \text{ feet} \leq L \leq 1.4093 \text{ feet}$$

$$82.6 \text{ mm} \leq L \leq 429.55 \text{ mm} \quad \text{Attenuation frequency } f = 550 \text{ Hz}$$

Hence according to these two limits and available space in vehicle, L=350 mm

Now, length of each chamber as per frequency to attenuate sound,

Let the noise frequency range be 700 Hz to 1200 Hz; assume velocity of sound c=330 m/s.

For four chambers we selected 800 Hz, 900 Hz, 1000 Hz, 1100 Hz and for further calculations as follows,

Chamber No.	Frequency, f (Hz)	Wavelength (m) $\lambda = \frac{c}{f}$	Wavelength, λ (mm)	Calculated length of chamber	Selected length of chamber
1	800	0.413	413	103.25	105
2	900	0.367	367	91.25	90
3	1000	0.330	330	82.5	80
4	1100	0.300	300	75	75

Table 2: Length of chamber

Total length of muffler = 105 + 90 + 80 + 75 = 350mm

2) Selection Of Body Diameter

Body diameter from muffler volume calculation

$$\text{Muffler Volume (Vm)} = \frac{(\pi \times L \times S^2)}{4}$$

$$5442875(\text{mm}^3) = \frac{(\pi \times 350 \times S^2)}{4}$$

$$S = 140.71 \sim 150 \text{ mm}$$

3) Tail Pipe Length,

Exhaust tail pipe will have resonance that can amplify engine tones.

To avoid Amplification of tones use short tail pipe length,

$$(l_{\text{tail pipe}}) = \left(\frac{\text{Speed of sound}}{4 \times f} - \frac{d_{\text{inlet}}}{2} \right) \times 5$$

$$= \left(\frac{1082.68}{4 \times 550} - \frac{30}{2} \right) \times 5$$

$$= 72.5 \text{ mm}$$

_(Speed of Sound = 330 m/s = 1082.68 FPS)

4) Calculation Of Perforated Holes

$$\text{Diameter of perforated holes} = 1.29 \times \sqrt{N_{\text{cylinder}}} \text{ to } 2 \times 1.29 \times \sqrt{N_{\text{cylinder}}}$$

$$= 1.29 \times \sqrt{1} \text{ to } 1.29 \times \sqrt{1} \times 2$$

$$= 1.29 \sim 2 \text{ mm to } 4 \text{ mm}$$

a) No. of Perforation Holes On Expansion Cone

Area of C/S of Inlet Pipe = Total Area of Perforation Holes

$$\Pi \times (35/2)^2 = N_c \times \Pi \times (4/2)^2$$

$$N_c = 76.56 \sim 77, \text{ of diameter } 4 \text{ mm}$$

b) No. Of perforation holes on extended pipe

Total Area of C/S of baffle Pipe = Total Area of Perforation Holes

$$2 \times \Pi \times (32/2)^2 = 2 \times N_c \times \Pi \times (4/2)^2$$

$$N_c = 64, \text{ of diameter } 4 \text{ mm}$$

c) No. Of perforation holes on bypass pipe

Total Area of C/S of bypass Pipe = Total Area of Perforation Holes

$$2 \times \Pi \times (25/2)^2 = N_b \times 2 \times \Pi \times (3/2)^2$$

$$N_c = 69.44 \sim 70, \text{ of diameter } 3 \text{ mm}$$

5) Calculation Of Bypass Tubes

Baffle pipe design-

Area of inlet pipe = Total area of baffle pipe

$$\frac{\pi}{4} \times d_{\text{inlet}}^2 = \text{No. of tubes} \times \frac{\pi}{4} \times d_{\text{baffle}}^2$$

$$\frac{\pi}{4} \times 35^2 = 2 \times \frac{\pi}{4} \times d_{\text{baffle}}^2$$

$$d_{\text{baffle}} = 24.74 \text{ mm} = 25 \text{ mm}$$

III. TESTING

A. Directions For Taking The Decibel Readings

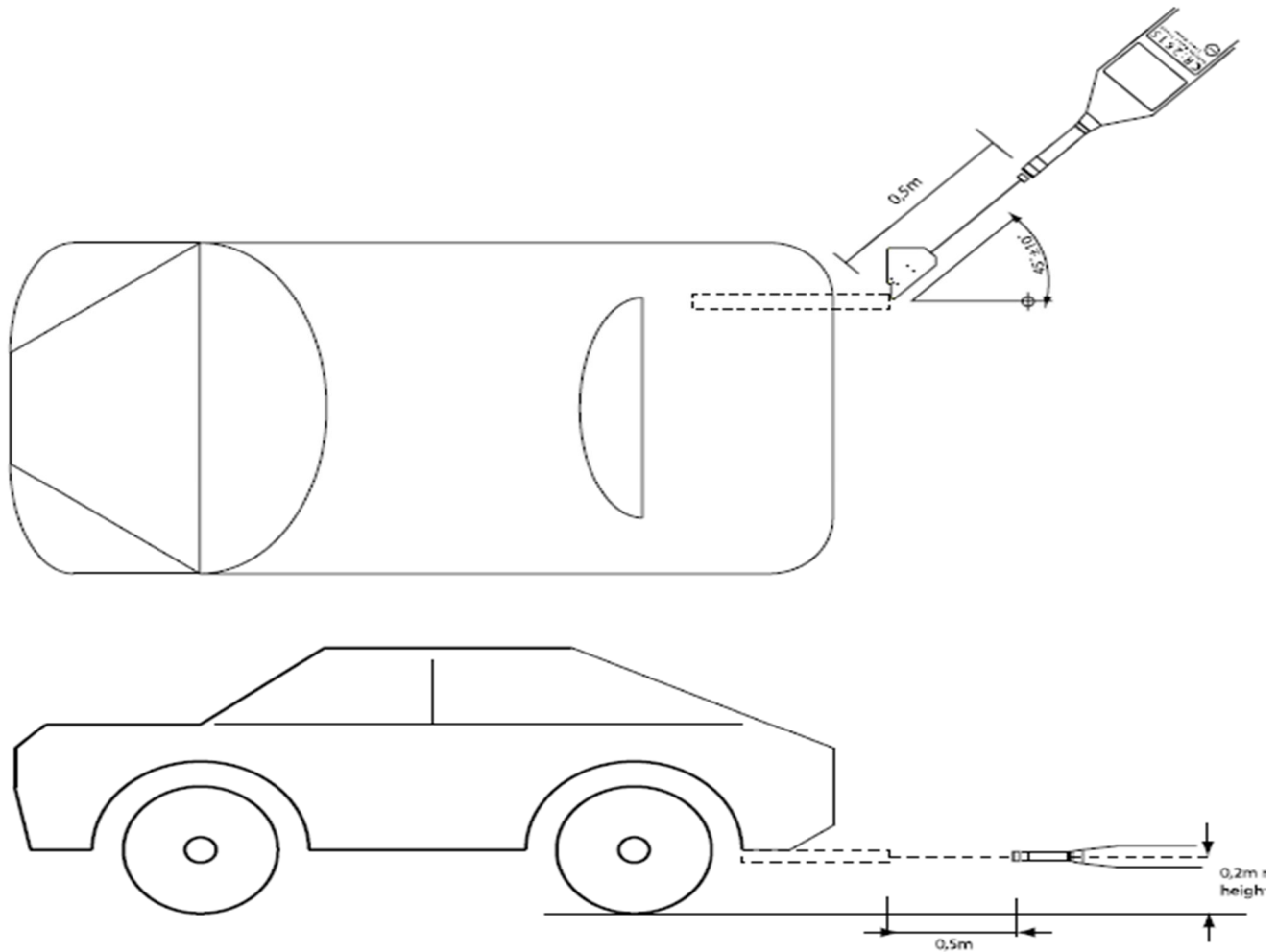


Fig. 2: Directions of taking the decibel reading

B. Measured decibels with Existing Muffler & New Muffler

Position of Decibel meter	Neutral/ Acceleration	Distance between exhaust pipe and decibel meter (feet)	Sound of Existing Muffler in dB	Sound of New Muffler in dB
Front	Neutral	1	97.8	92.8
		2	94.6	86.4
		3	90.8	84.3

Table 3: Reading Table A

Position of Decibel meter	Neutral/ Acceleration	Distance between exhaust pipe and decibel meter (feet)	Sound of Existing Muffler in dB	Sound of New Muffler in dB
Left	Neutral	1	100.1	95.3
		2	97.1	91.5
		3	93.1	87.5

Table 4: Reading Table B

Position of Decibel meter	Neutral/ Acceleration	Distance between exhaust pipe and decibel meter (feet)	Sound of Existing Muffler in dB	Sound of New Muffler in dB
Front	Acceleration	1	104.6	101.4
		2	101.5	92.7
		3	95.2	91.0

Table 5: Reading Table C

Position of Decibel meter	Neutral/ Acceleration	Distance between exhaust pipe and decibel meter (feet)	Sound of Existing Muffler in dB	Sound of New Muffler in dB
Left	Acceleration	1	107.2	102.3
		2	105.9	98.3
		3	103.0	94.9

Table 6: Reading Table D

Reading at the mouth of Exhaust pipe for Existing Muffler: 101.2dB



Reading at the mouth of the Exhaust pipe for New Muffler: 96.7 dB



IV. CONCLUSION

- A. A muffler has been designed to meet the requirements like adequate insertion loss, minimal backpressure, space constraints and durability and produce the minimal sound. Hence the good design of the muffler gives the best noise reduction.
- B. The sound levels have been decreased by 4.5 dB keeping permissible backpressure.
- C. After installing at the position of the existing muffler, the maximum sound level of new muffler is 102.3 dBA.
- D. The variation of old and new muffler minimum insertion loss is 3.2dBA.
- E. The only drawback is that its size has been increased which resulted in increase in material cost, thus the overall cost of the muffler.
- F. The production cost can be reduced by avoiding extra material and manufacturing it in mass quantity.

V. ACKNOWLEDGMENT

The successful completion of task would be in complete without dimension of these people who made it possible with constant guidance and cooperation. My grateful thanks to Prof. S. S. Mane, Department of Mechanical engineering, K.I.T's College of Engineering Kolhapur, India.

REFERENCES

- [1] General Design Principles for Automotive Muffler, Daniel Potente, 9-11 November 2005, Busselton, Western Australia
- [2] Design And Fabrication Of Reactive Muffler, G. Gnanendhar Reddy and N. Prakash, Int. J. Chem. Sci.: 14(2), 2016
- [3] Acoustic Performance Design of Automotive Muffler, Asutosh Prasad and Raj C Thiagarajan, Excerpt from the Proceedings of the 2015 COMSOL Conference in Pune
- [4] Design Principles and Optimization of Exhaust Reactive Muffler, Milind S Swami, Prof. C S Choudhari, International Engineering Research Journal (IERJ) Volume 1 Issue 5 Page 335-340, 2015, ISSN 2395-1621
- [5] Suction Muffler Design for Noise Reduction on High Efficiency Reciprocating Compressors, G. Lampugnani Aspera, F. Peruzzi Aspera, P. Vay Aspera, International Compressor Engineering Conference, Purdue University, 1990
- [6] Design principles for an automotive muffler, Vinod Sherekar and P. R. Dhamangaonkar, International Journal of Applied Engineering Research ISSN 0973-4562 Volume 9, Number 4 (2014) pp. 483-489
- [7] Calculation and Design of Exhaust noise mufflers for Power Engineering Equipment, Igolkin A.A., Kruchkov A.N., Shakhmatov E.V., 8th International Symposium TRANSPORT NOISE AND VIBRATION 4-6 June 2006, St. Petersburg, Russia
- [8] Muffler Design, Development and Validation Methods, P.Chinna Rao, B.Madhava Varma, L.V.V.Gopala Rao, International Journal of Innovative Research in Science, Engineering and Technology Vol. 5, Issue 5, May 2016
- [9] Recent Advances in Muffler Acoustics, M. L. Munjal, International Journal of Acoustics and Vibration, Vol. 18, No. 2, 2013
- [10] Engine Exhaust Noise Control, Jerry G. Lilly, ASHRAE T.C. 2.6, 2014
- [11] A review of current techniques for measuring muffler transmission loss, Z Tao, Andrew Seybert, January 2003
- [12] Theoretical and Experimental Investigation of Mufflers with Comments on Engine-exhaust Muffler Design, Dan D. Davis, U.S. Government Printing Office
- [13] The Scientific Design of Exhaust and Intake System (Third Edition) by PHILIP H. SMITH and JOHN C. MORRISON.
- [14] <http://www.mulmuf.com/generators/engine-exhaust-silencer-critical-grade/>
- [15] [http://www.nelsonexhaust.com.au/files/File/Silencers\(1\).pdf](http://www.nelsonexhaust.com.au/files/File/Silencers(1).pdf)
- [16] https://www.researchgate.net/publication/296778473_Design_principles_for_an_automotive_muffler



10.22214/IJRASET



45.98



IMPACT FACTOR:
7.129



IMPACT FACTOR:
7.429



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089  (24*7 Support on Whatsapp)