

An Inferred Piston Design to Facilitate the Disposal of Residual Gas Fraction to Consolidate Engine Performance

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Abstract - As engines have developed throughout the years, pistons have advanced with them. They're getting shorter and lighter and utilize littler skirts the cylindrical "body" of the pistons. More up to date pistons are regularly made of aluminum alloys included more silicon than before. This enhances protection from warmth and decreases warm development [1]. One of the greatest progressions in piston innovation is the utilization of various piston "crowns" the part that enters the burning chamber and is exposed to internal combustion. While more seasoned piston tops were for the most part extrovert, numerous presently include bowls on top that include different affect the burning procedure. In this paper it present different shape of piston head "Crown" that can help to sweep up the residual gas friction to originate turbulence to get a proper air fuel ratio [2,3].

Key Words: Residual Gas Friction, Pistons Shape, Turbulence, Burning Procedure, Internal Combustion

1. INTRODUCTION

When we're discussing engines, we frequently state something is a "four cylinder" or a "six cylinder." But what does that extremely mean precisely. For those not acquainted with basics of engine, a "cylinder" is the space in which a piston ventures, and pistons are crucial parts inside most engines driven by internal combustion [4]. Essentially, gas and air combine in the ignition chamber over a piston. At the point when an electrical start touches off that blend, it makes a small blast that drives the piston upward and downward. That development turns a crankshaft, which is eventually in charge of driving a transmission and the wheels. Pistons are exposed to more heat, pressure and movement than about some other engine parts. They must be worked for sturdiness. With engines always advancing, vehicle creators continue finding better approaches to constructed better pistons, including adjusting their size and structure. The piston is at the core of how engine makes movement. Adding pistons to a motor or making them greater expands dislodging, which implies the engine creating more power since it consumes more gas. The quantity of pistons in a motor isn't the main imperative thing about them, be that as it may. The structure of a piston mainly affects the interior burning procedure [5]. Predominantly, the state of a piston has a great deal to do

with how warm and the air/fuel blend are overseen. This paper introduces new shape of piston that may help getting rid of residual gas friction so that it can make room for the new air entering the inlet without being mixed with the undesirable gas residual.

2. MAIN I.C. ENGINE COMPONENTS

An internal combustion engine is a warmth engine in which burning (consuming of fuel) happens inside the cylinder of the engine. A high temperature and pressure drive create subsequent to consuming of fuel. This pressure constrain use to move the vehicle or turn wheels by utilization of some instrument. In engine numerous parts cooperate to accomplish the objective of changing over substance vitality of fuel into mechanical vitality. These parts are blasted together and the mix of every one of these parts is known as engine. In this section we will introduce some of I.C. Engine parts (components) that in direct concern with our work.

2.1 CYLINDER BLOCK

Cylinder is the primary body of IC engine. Cylinder is a section in which the admission of fuel, pressure of fuel and consuming of fuel happen. The primary capacity of cylinder is to manage the piston. It is in direct contact with the results of burning so it must be cooled. For cooling of cylinder, a water coat (for fluid cooling utilized in the greater part of vehicles) or blade (for air cooling utilized in the greater part of motorcycles) are arranged at the external side of cylinder. At the upper end of cylinder, cylinder head and at the base end wrench case is blasted. The upper side of cylinder is comprising an ignition chamber where fuel consumes. To deal with this pressure and temperature created by burning of fuel, cylinder material ought to have high compressive quality **Figure (1)**. High grade of iron cast must be employed. It is made by throwing and typically cast in one piece.



Figure (1): Cylinder Block

2.2 PISTON

A piston **Figure (2)** is fitted to every cylinder as a face to get pressure of gas and transmit the push to the connecting rod, engine prime mover. The principle of piston is to give tight seal to the cylinder through bore and slide uninhibitedly inside the cylinder. Piston ought to be light and adequate solid to deal with gas pressure produced by burning of fuel. So, the piston is made by aluminum alloy and some of the time it is made by cast iron since light alloy piston splay more than cast iron, so they require more clearances to the bore.



Figure (2): Piston

2.3 PISTON RINGS

A piston must be a genuinely free fit in the cylinder so it can move uninhibitedly inside the cylinder. On the off chance that the piston is excessively tight fit, it would splay as it got hot and might stick tight in the cylinder and on the off chance that it is too free it would release or leaks the vapor pressure. To give a decent fixing fit and less grating opposition between the piston and cylinder, pistons are outfitted with piston rings **Figure (2)**. These rings are fitted in scores which have been cut in the piston. They are part toward one side so they can extend or slipped over the finish of piston.

2.4 CONNECTING ROD

Connecting rod **Figure (3)** interfaces, the piston to crankshaft and transmits the movement and push of piston to crankshaft. It changes over the responding movement of the piston into rotational movement of crankshaft. There are two ends of connecting rod; one is referred to as big end and different as small end. Big end is associated with the crankshaft and the small end is associated with the piston by utilization of piston pin. The connecting rods are made of nickel, chrome, and chrome vanadium steels.



Figure (3): Connecting Rod

2.5 CRANKSHAFT

The crankshaft **Figure (4)** of I.C engine gets the endeavors or push provided by piston to the connecting rod and changes over the responding movement of piston into turning movement of crankshaft. The crankshaft mounts in bearing so it can pivot unreservedly. The shape and size of crankshaft relies upon the number and course of action of cylinders. It is generally made by steel manufacturing, yet a few creators utilize unique sorts of give iron such a role as spheroidal graphitic or nickel alloy castings which are less expensive to produce and have great duty life.

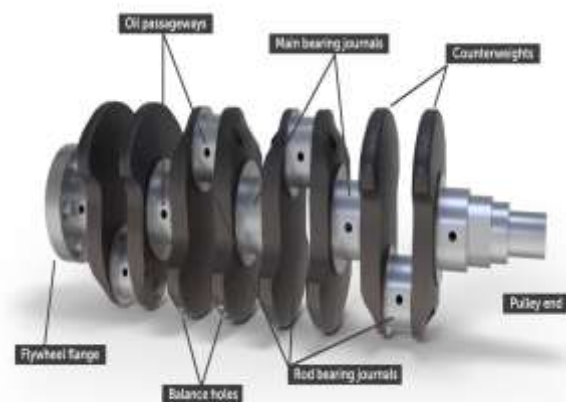


Figure (4): Crankshaft

2.6 SPARK PLUG

It is utilized in start engine. The fundamental function of a spark plug is to direct a high potential from the start system into the burning chamber to light the compacted air fuel blend. It is fitted on cylinder head. The spark plug comprises of a metal shell having two electrodes which are protected from one another with an air hole. At the point when high potential current supply to start plug it hopping from the supply electrode and produces the substantial spark **Figure (5)**.



Figure (5): Spark Plug

2.7 FUEL INJECTOR

Injector is generally utilized in compression start engine. It shows the fuel into burning chamber toward the finish of compression stroke. It is fitted on cylinder head **Figure (6)**.

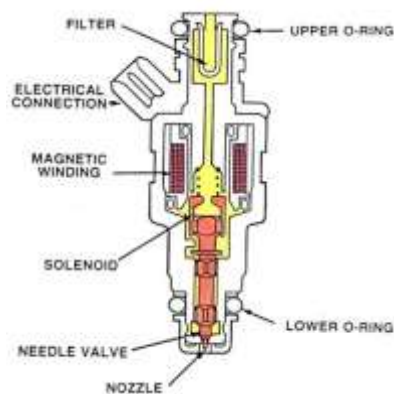


Figure (6): Fuel Injector

2.8 MANIFOLD

The fundamental functionality of manifold is to supply the air fuel mixture and gathers the exhaust gases similarly from all cylinder. In an internal combustion engine two manifolds are utilized, one for intake and other for exhaust. Aluminum alloy is the main material of manifold **Figure (7)**.

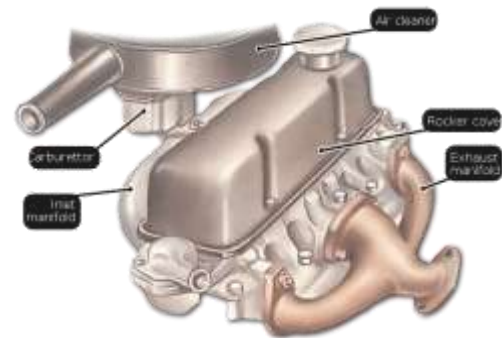


Figure (7): Full Engine Review Clarifying Manifold on the Bottom Right End

3. PROPOSED PISTON DESIGN

As mentioned above the undesirable residual gasses may put down some of the engine performance this paper present a shape of piston head "Crown" to originate turbulence to get a proper air fuel ratio and it may even reduce fuel consumption as stated in **Figure (8, 9)** which the proposed piston design is similar to triangle in the piston head to sweep up as much residual gas friction as possible enhancing the turbulence and engine performance.

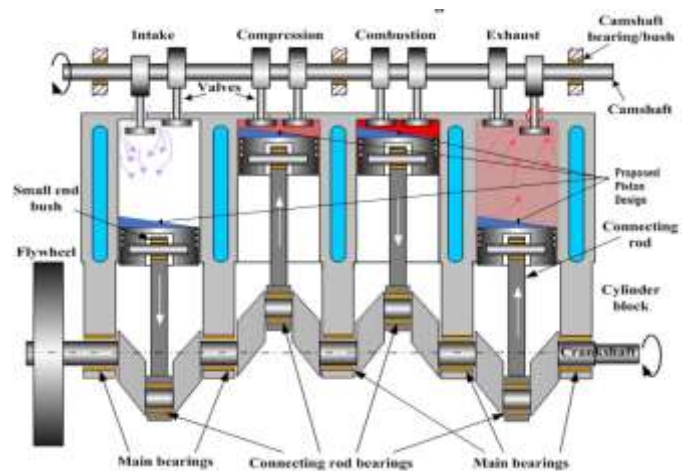


Figure (8): Proposed Piston Design

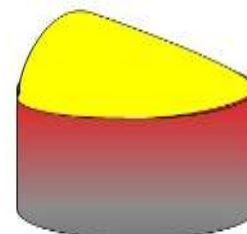


Figure (9): Simple Piston Design

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