Investigation of Radiators Size, Orientation of Sub Cooled Section and Fan Position on Twin Fan Cooling Pack by 1D Simulation

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Abstract: A study plan to investigate the effect of the radiator size, orientation of sub cooled section and fan position on Twin fan cooling pack system and to optimize the cooling pack performance for various markets in steady state and transient conditions for off-road vehicle. 1D modeling methodology considered with different sub-systems such as coolant, transmission, Engine oil circuit, intercooler, cabin heater/fuel burn heater and condenser, and other components such as thermostats, radiators, fans and pumps etc. GT-SUITE one-dimensional fluid dynamics, used to predict flow behavior and heat transfer characteristics in entire piping network and in other heat exchanging components of a cooling system. A preprocessing tool called COOL3D which is a inbuilt package of GT-SUITE used to build the 3D underhood thermal management models of vehicles, constructing it component by component and therefore allowing including much more details than a usual 1D simulation model. Cooling system performance is predicted in terms of SAT-Safe Ambient Temperature on radiator top hose, Engine Oil EOC Inlet (Sump) and Transmission Oil TOC Inlet which is used to compare different configurations of cooling pack. GT-SUITE object-based code helps us to build reliable cooling system and optimize the cooling pack performance for various market conditions such as Hot, Cold and Standard market and reduces our effort on real time testing.

Keywords: Underhood flow analysis, Twin fan, Cooling system, 1D CFD simulation.

1. Introduction

GT-SUITE is a fully transient commercial simulation software with multi domain applications including flow, thermal, mechanical, electrical, magnetic, and controls - provides flexibility to model system level circuit and component level (technical) modeling. 1-D codes, including, GT-SUITE solves the fundamental governing equations of fluid dynamics; the conservation of mass, momentum (Navier-Stokes), and energy. The increased accuracy of fluid modeling as well as the energy/thermal management.

An engine provides mechanical energy from an air/fuel mixture with efficiency between 20 and 45%. The rest flows in kinetic and heat energy in exhaust gases and in heat energy through metallic bodies due to the frictions [3]. In this context, the cooling system must allow the engine to give its best performance, ensure the durability of this performance and ensure engine reliability by guaranteeing an acceptable level of thermo-mechanical stresses in any point of the engine. Average heat balance of a diesel engine can reach up to 40% efficiency and direct injection gasoline engine can now reach 30% efficiency with heat losses between 18% and 20%[4].

The liquid cooling system is also used to ensure passengers car heating, to regulate engine oil temperature, to regulate automatic transmission oil temperature and to cool EGR. In some particular cases, it can also be used to limit alternator temperature, to heat up the throttle body; to cool down power assisted steering, to extract energy from exhaust system, to cool down turbo bearing. Consequently, the number of critical situations increase, as well as control and monitoring difficulties or interferences between different requirements.

Considering the above criteria, it is necessary to select an optimum cooling pack for our vehicle especially for off-road driving conditions. In order to provide maximum air flow in the cooling pack and considering Radiator aspect ratio we have considered a twin fan for our cooling system.

In order to improve air flow characteristics in Main & Sub Cooled sections of Radiator, we have considered four different configurations of twin fan cooling pack. The schematic of which is shown below:

![Twin Fan Pattern](image)

Figure 1: Twin Fan Pattern
2. Modeling Methodologies

The flow model involves the solution of the Navier-Stokes equations \([5]\), namely the conservation of continuity, momentum and energy equations. These equations are solved in one dimension, which means that all quantities are averages across the flow direction. We used implicit time integration methods to solve the primary variables such as mass flow, pressure and total enthalpy.

The conservation equations solved by GT-SUITE are shown below. The left hand side represents the derivatives of the primary variables. The methods to calculate the secondary variables, such as pressure and temperature, are discussed below in the discussion of the explicit and implicit solvers.

**Continuity:**
\[
\frac{dm}{dt} = \sum_{\text{boundaries}} \dot{m}
\]

**Momentum:**
\[
\frac{d\dot{p}\dot{A}}{dt} - \sum_{\text{boundaries}} \left( \dot{m} + \frac{1}{2} \rho \dot{V} \dot{A} \right) = \int_{A} \frac{du}{dx} \left( \frac{1}{2} \rho \dot{V} \right) dx
\]

**Enthalpy:**
\[
\frac{d(\rho H)}{dt} = \sum_{\text{boundaries}} \dot{m} + \rho \dot{V} - h_A(T_{\text{out}} - T_{\text{in}})
\]

**GEM3D** is a tool that is used to build 3D model of entire cooling system which includes coolant hoses such as Radiator Top & Bottom Hoses and Heater Hoses, Bypass with Thermostat etc. total geometry is imported in GEM3D in STL format and discretized to transform the 3D model into a model file that is compatible with the GT-SUITE software. Given a wide range of component libraries that are available in this tool ensured us modeling total cooling system accurately and reducing time taken to build up the entire model manually.

3. Steady State Operating Points

We have generated a set of steady state operating points by considering vehicle, engine, transmission and various market conditions which include different Vehicle Speed, different road inclinations, addition of trailer weights and idle cases etc. We carried out Steady State performance simulations for the above mentioned operating points. Form previous test correlations we added up-heat temperature limits.

4. Steady State Simulation & Result discussion

Among four different configurations, the cooling Pack1 and Pack3 have shown a better air flow rates and improved SAT (Safe Ambient Temperature) values in the High Speed and Trailer towing cases respectively. We have observed only minor changes in these two packages. It is very difficult to conclude which is optimum pack between these two as packaging and vehicle application also play a major role. Taking into the consideration of off-road driving conditions, the sub cooled section of radiator should have higher air flow rates for a better Heat rejection. Below graphs Figure 4 and 5 indicates that variation of heat flux for high speed and low speed gradient steady state cases. It’s clearly visible that sub cooled section of Pack1 has higher heat rejection than pack3 because of improved cooling airflow rate. And also we observed that the coolant outlet temperature of Sub Radiator for Pack1 is having better cooling when compared to Pack3. So we have selected Pack1 to study radiator size effects, in our vehicle cooling pack 18 to 20% radiator section (Sub-section) is going to use transmission cooler. It will be plate type oil to coolant heat exchanger. It will help to maintain the transmission limit temperature below the prescribed limit. Since this study...
carried out for off-road vehicle we need to put extra care for transmission. Reducing and increasing radiator dimension has direct impact on cooling system performance. Based different steady state operating points we conclude optimum radiator size requirement for better cooling performance but we need to make sure it satisfying during vehicle transient running conditions.

**Figure 4:** External Heat Flux (Pack1-High Speed)

**Figure 5:** External Heat Flux (Pack1- Low Speed Gradient)

**Figure 6:** External Heat Flux (Pack3-High Speed)

**Figure 7:** External Heat Flux (Pack3- Low Speed Gradient)

**Figure 8:** Outlet temp of Sub cooled radiator

**Figure 9:** Outlet temp of Main radiator
5. Effect of Radiator size on SAT

Due to packaging constraints, we haven’t changed the original dimensions of radiator. Instead we added an outboard Auxiliary radiator to take care of additional heat load in vehicle running conditions.

Addition of an auxiliary radiator has shown a significant improvement in SAT values for all steady state operating points, Figure 10, 11 and 12 shows the performance for Euro, standard and hot market respectively.

It can be concluded from the above predictions that cooling pack consists of 2 auxiliary radiators is showing better performance in all vehicle operating conditions. However, considering other parameters like additional weight and packaging constraints we chose an optimized cooling pack which consists of 1 outboard auxiliary radiator.

We carried out transient simulations for Nurburgring, High dune, Sand Bowl and High Speed gradient cycles for this optimized cooling pack to ensure its cooling system performance.

The Temperature variation of Coolant Top Hose, Engine Oil inlet, Transmission Oil inlet for the respective cycles is shown below:
The average operating conditions and its respective SAT values are shown below:

![Figure 16: Temperature variation on HS Transient Gradient cycle](image)

![Figure 17: Avg. SAT variation on Transient Cycles](image)

The average SAT values are satisfying cooling system requirements. Pack1 is providing better cooling performance on Engine and transmission during high speed and off-road transient cycles.

6. Conclusions

Investigation of radiator size and twin fan cooling pack is carried out. Based on the underhood air flow and Heat Exchanger performance, we selected one cooling pack among all cooling packs considered.

Addition of an auxiliary radiator has shown improved SAT values.

Due to packaging and design constraints, we have selected an optimized cooling pack with 1Aux GT Suite has been successfully used with coupling of GEM3D and underhood module (Cool 3D).

7. Scope for Future Work

Due to software limitations it is very difficult to capture the exact air flow, up-heat air temperature and heat transfer characteristics due to shifting in fan positions and single zone condenser heat addition. So a detailed 3D CFD simulation study is required further improvements.

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9. Nomenclatures

\[ \dot{m} \]  boundary mass flux into volume, \( \dot{m} = \rho \dot{A} \)
\[ m \]  mass of the volume
\[ V \]  volume
\[ \rho \]  pressure
\[ \rho \]  density
\[ A \]  flow area (cross-sectional)
\[ A_t \]  heat transfer surface area
\[ e \]  total internal energy (internal energy plus kinetic energy) per unit mass
\[ H \]  total enthalpy, \( H = e + \frac{P}{\rho} \)
\[ h \]  heat transfer coefficient
\[ T_{fluid} \]  fluid temperature
\[ T_{wall} \]  wall temperature
\[ u \]  velocity at the boundary
\[ C_f \]  skin friction coefficient
\[ C_p \]  pressure loss coefficient
\[ D \]  equivalent diameter
\[ dx \]  length of mass element in the flow direction (discretization length)
\[ dp \]  pressure differential acting across \( dx \)

References


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