

The Weekly Newsmagazine of Science

# SCIENCE NEWS

November 5, 1983  
Vol. 124, No. 19  
Pages 289-304

**Drinking to Forget?**



# The Illuminated Vortex

*Understanding how the in-cylinder flow of the fuel-air mixture is influenced by chamber geometry provides a key to improving engine performance. By applying a laser measurement technique, a researcher at the General Motors Research Laboratories has gained new insight into the behavior of the flow.*

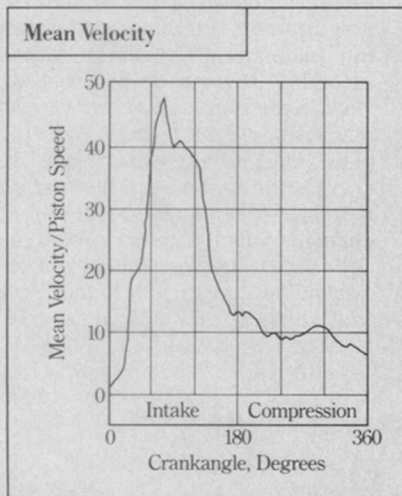


Figure 1: History of mean velocity at a single engine location.

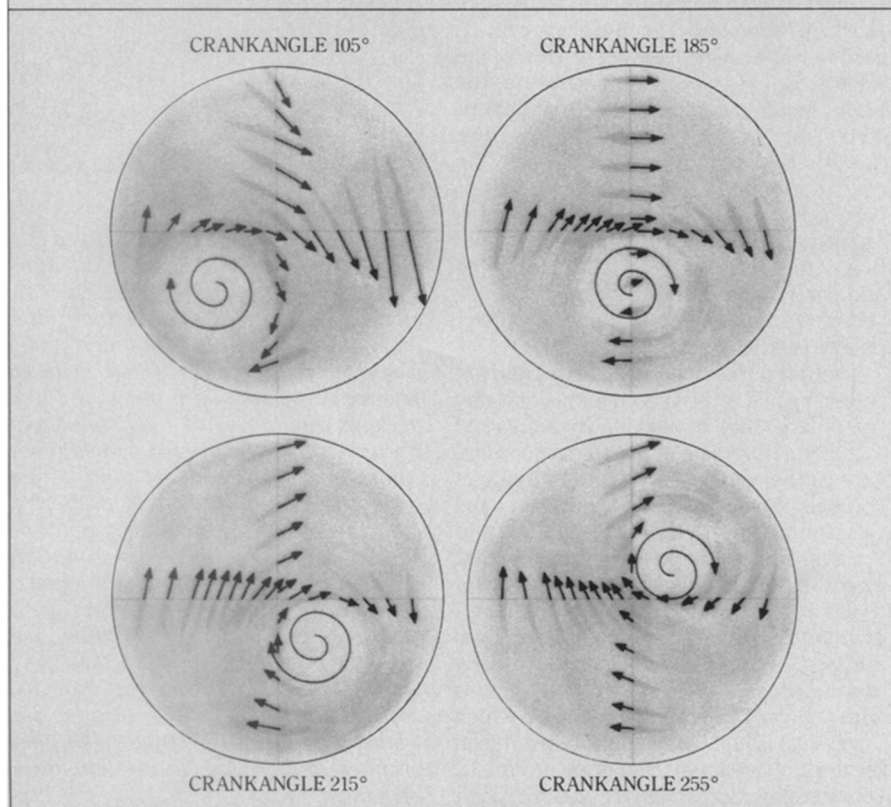
Figure 2: Panoramic view of engine flow patterns. With changing crankangle, the center of rotation precesses from the cylinder's lower left quadrant to its upper right quadrant.

**T**HE FLUID motions inside engine cylinders have considerable influence over the progress of combustion. Mixing of air and fuel, combustion rate, and heat losses from the cylinder are all important transport processes strongly dependent on fluid motions. The motion inside the cylinder has two components. Mean velocity influences the transport of momentum, energy, and species on a cylinder-wide scale, while the turbulence component influences the same phenomena on a local basis. The in-cylinder flow field depends primarily on the geometry of the cylinder and inlet port. Hence, decisions made in the engine design stage exert a controlling influence over the flow. But before questions about how different geometrical features affect the flow field can be

answered, the problem of how to measure the flow must be solved. By applying Laser Doppler Anemometry (LDA), Dr. Rodney Rask, a researcher at the General Motors Research Laboratories, has obtained detailed measurements of the flow field.

LDA is a technique in which two focused laser beams pass into the cylinder through a quartz window. In the minute measuring region where the laser beams cross, a regular pattern of interference fringes is created. As the 1-micron particles, which have been added to the engine inlet flow, cross the measurement region, they scatter light in the bright fringes. In Dr. Rask's LDA system, the scattered light is collected by the same lenses used to focus the laser beam, and measured by a photomultiplier tube. The resulting signal is processed electronically to determine the time it takes a particle to traverse a fixed number of fringes. Since the fringe spacing is a known function of the laser beam crossing angle, this transit time provides a direct measure of velocity.

During operation of the LDA, measurements of velocity as a function of engine rotation (crankangle) are made at a number of locations within the cylinder. The instantaneous velocity at each point must then be separated into mean and turbulence components. The simplest technique is to declare that the mean velocities for all cycles are identical and ensemble average the data. However, this approach ignores the cyclic variation in the mean velocity. Another technique looks at individual cycles and uses a variety of methods, including sophisticated filtering, to split the instantaneous velocity into its components. This



approach is consistent with the LDA measurements, which clearly show that the mean velocity does not repeat exactly from one engine cycle to the next.

Differences in the flow field from one cycle to the next can seriously compromise engine efficiency. Near the end of the compression stroke, it is important to maintain a consistent velocity at key cylinder locations (e.g., at a spark plug). Dr. Rask's LDA measurements have identified design features that control cyclic variability.

**F**IGURE 1 shows mean velocity measured at a single location during an engine cycle. High velocity exists during the intake stroke when the inlet flow is rushing through the narrow valve opening. This jet-like flow into the cylinder causes large velocity differences between adjacent cylinder locations and produces strong turbulence. As the end of the intake stroke is approached (180 degrees in Figure 1), the levels of both mean velocity and turbulence drop rapidly. This decrease is a result of the changing boundary conditions for the cylinder—from strong inflow to no inflow. During the compression stroke the flow field evolves, but it undergoes no drastic changes. However, in a high-squish chamber, where the flow is forced into a small bowl in the piston or cylinder head, considerable turbulence is generated near the end of the compression stroke.

Measurements from many cylinder locations are necessary to make the flow field understandable. Figure 2 shows four flow patterns covering a period from near the end of intake into the compres-

sion stroke. Note the strong vortical flow, with the center of the vortex away from the cylinder center and precessing with changing crankangle.

By experimenting with geometrical variables, Dr. Rask has gained new understanding of phenomena observed in operating engines. The resulting knowledge has guided the design and development of new engines with a minimum of trial-and-error testing. The LDA findings are also being used to validate and calibrate engine flow computer models under development.

"From our measurements," Dr. Rask states, "we have been able to deduce how changes in the geometry of the port and combustion chamber modify the velocity field. These flow field effects are now being used to help designers tailor engine combustion for optimum performance."

## General Motors



### THE MAN BEHIND THE WORK



Dr. Rodney Rask is a Senior Staff Research Engineer in the Fluid Mechanics Department at the General Motors Research Laboratories.

Dr. Rask received his undergraduate and graduate degrees in mechanical engineering from the University of Minnesota. His Ph.D. thesis concerned the Coanda effect.

Prior to joining General Motors in 1973, Dr. Rask worked on the design of nuclear reactors at the Knoll's Atomic Power Laboratories. In addition to further refinements in LDA measurement techniques, his current research interests include computer simulation of engine systems, with special emphasis on the intake manifold.