COMPARATIVE STUDY OF IDEAL ENGINE TEST CELL SYSTEM AT PROTON AS COMPARED TO FKM, UTEM

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This technical report is submitted in accordance with the requirements of the Bachelor of Mechanical Engineering (Automotive)

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> > MAY 2010



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DECLARATION

"I hereby, declare this thesis entitled Comparative Study of Ideal Engine Test Cell System at PROTON as compared to FKM, UTeM is the result of my own research except as cited in the reference"

Signature	:
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Date	: 24 MAY 2010



DEDICATION

To my beloved father, Tuan Hj Dr. Syed Abdullah Bin Syed Sulaiman And to my beloved mother, Puan Hajjah Nor Asmah Binti Hj. Ishak who keep me continuously motivated with their great support and encouragement throughout my Bachelor Degree program.



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ABSTRACT

Engine test cell is one of the main tools in engine testing within automotive industry. FKM, UTeM also has an engine test cell facility for their student's uses. This current engine test cell faced so many problems and need to be analyzed. This project objective is to analyze and evaluate the performance of this engine test cell and make a comparative analysis with an industrial standard engine test cell at PROTON Shah Alam facilities. An ideal working principle of an engine test cell is investigated and studied. Various systems will be discussed including data collection system, ventilation and air conditioning system, engine cooling system, fire alarm and safety precaution system, electrical system, fuel system and engine exhaust system. An engine testing capabilities is listed down to differentiate types of testing that both test cells are capable of. The engine testing requirement for both test cell is studied based on the parameters monitored, operational procedure, data logging, engine cooling and safety precaution. From the analysis and observation of a typical engine test procedure performed at PROTON facilities, the operating procedure was analyzed. As a result, the main components of an industrial standard engine test cell were identified. The function and operating procedure of these components were listed and compared with the existing engine test cell configuration in FKM. Later on, improvement modification was identified and compiled as a list of recommendation to further improve the existing engine test cell system and operating procedure in FKM, UTeM engine test cell system.

ABSTRAK

Sel ujian enjin merupakan salah satu alat utama dalam ujian enjin di dalam industri Automotif. FKM, UTeM juga turut mempunyai sel ujian enjin untuk kegunaan para pelajar. Sel ujian enjin yang sedang digunapakai kini mempunyai pelbagai masalah dan perlu dianalisa. Matlamat projek ini ialah untuk menganalisa dan menilai prestasi sel ujian enjin ini dan membuat perbezaan secara analisis dengan sel ujian enjin yang mengikut piawaian industri di PROTON Shah Alam. Kaedah kerja yang ideal dalam mengendalikan sel ujian enjin ini juga dikaji dan difahami. Pelbagai sistem akan dibincangkan termasuklah sistem penyimpanan data, sistem pengudaraan dan penghawa dingin, sistem penyejukan enjin, sistem keselamatan dan kecemasan kebakaran, sistem elektrikal, sistem minyak dan sistem ekzos enjin. Keupayaan melakukan ujikaji enjin disenaraikan untuk membezakan jenis-jenis ujikaji yang boleh dijalankan di kedua-dua sel ujian enjin. Keperluan untuk melakukan ujian enjin untuk kedua-dua sel ujian enjin dikaji berdasarkan parameter yang dipantau, prosedur operasi, penyimpanan data, penyejukan enjin dan langkah-langkah keselamatan. Prosedur operasi turut dianalisa berdasarkan daripada analisis dan pemerhatian yang dibuat terhadap prosedur ujian enjin yang biasa dilakukan di PROTON. Hasilnya, bahagian-bahagian utama sel ujian enjin yang mengikut piawaian industri dikenalpasti. Fungsi dan prosedur operasi komponenkomponen ini telah dicatat dan dibandingkan dengan konfigurasi sel ujian enjin yang sedia ada di FKM. Kemudian, pengubahsuaian penambahbaikan dikenalpasti dan disusun sebagai senarai cadangan untuk meningkatkan tahap sistem sel ujian enjin dan prosedur operasi yang ada di sel ujian enjin FKM, UTeM.

TABLE OF CONTENTS

CHAPTER	CONTENTS	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENT	iv
	ABSTRACT	v
	ABSTRAK	vi
	TABLE OF CONTENT	vii
	LIST OF FIGURES	X
	LIST OF TABLES	xii
	NOMENCLATURE	xiv
CHAPTER I	INTRODUCTION	1
	1.1 Problem Statement	1
	1.2 Objective	2
	1.3 Scope	2
	1.4 Chapter Summary	2
CHAPTER II	LITERATURE REVIEW	5
	2.1 Engine Dynamometer Test Cell	5
	2.2 Dynamometer	9
	2.3 Engine Dynamometer Concept	10
	2.4 Type of Dynamometer	11
	2.5 Control Console and Data Acquisition	16
	System	

CHAPTER CONTENTS		TENTS	PAGE
	2.6	Ventilation and Air Conditioning System	21
	2.7	Engine Cooling System	24
	2.8	Adequate Fire and Safety Precautions	28
		System	
	2.9	Electrical System	32
	2.10	Fuel Storage and Supply System	34
	2.11	Engine Exhaust System	38
CHAPTER III	MET	HODOLOGY	39
	3.1	Introduction	39
	3.2	Research on FKM, UTeM Engine Test	40
		Cell	
	3.3	Research on PROTON Engine Test Cell	48
	3.4	Testing Capabilities	71
	3.5	FKM, UTeM Test Cell - Engine Testing	74
		Requirement	
	3.6	PROTON Test Cell - Engine Testing	78
		Requirement	
CHAPTER IV	RESU	RESULTS AND DISCUSSION	
	4.1	Comparative Analysis	85
	4.2	Identify Problem	90
CHAPTER V	CON	CLUSION AND RECOMMENDATIONS	92
	5.1	Conclusion	92
	5.2	Recommendations	93
	5.3	Recommended Operating Procedure	96

PAGE

REFERENCES **BIBLOGRAPHY APPENDICES**



LIST OF FIGURES

NO.	TITLES	PAGE
2.1	An Open Thermodynamic System	5
2.2	Test Cell With Regenerative Electrical	6
	Dynamometer	
2.3	Output Diagram of Cell Thermal Analysis	7
	Software	
2.4	Engine Test Cell	8
2.5	Eddy Current Dynamometer Layout	10
2.6	Hydraulic Dyno Schematic	12
2.7	Open Cooling Water System	25
2.8	Service Module Circuit	27
2.9	Typical Fuel Day Tank System	34
2.10	Engine Fuel Pressure Control System	36
2.11	Lubricating Oil Cooling Unit and	37
	Conditioning Unit	
3.1	Methodology Flowchart	40
3.2	Mustang Dynamometer MD-DEG 150	41
3.3	Manual Controller	44
3.4	Engine Cooling System	45
3.5	Dynamometer Cooling System	46
3.6	PROTON Engine Dynamometer	48
	Complete System	

NO.	TITLES	PAGE
3.7	Froude-Consine Eddy Current	50
	Dynamometer	
3.8	TEXCEL V6 Control and Data	53
	Acquisition System	
3.9	PROTON Ventilation System Illustration	62
	Design	
3.10	Low Level Inlet and High Level Outlet	62
	Ducted System	
3.11	PROTON Cooling System	64
3.12	PROTON Electrical System	65
3.13	PROTON Fuel System	67
3.14	PROTON Fire Alarm and Safety System	69
3.15	Sample Engine Testing Result	83
5.1	Heat Exchanger Diagram	93
5.2	Transducer Box and Signal Conditioning	94
	Card	

xi

LIST OF TABLES

NO.	TITLES	PAGE
2.1	Engine Control and Dynamometer Control	17
	Sequences	
2.2	Instrumentation and Transducer Required	19
	For Measurement	
2.3	Ventilation Ducts Layouts	23
2.4	Characteristic of Major Fire Suppression	31
	System	
2.5	Electrical Power Supply Specification	33
2.6	Test Cell Exhaust Layout	38
3.1	UTeM Dynamometer Technical Data	41
3.2	UTeM Dynamometer Specification	43
3.3	Features and Characteristics of	49
	Dynamometers	
3.4	Froude-Consine Eddy Current	50
	Dynamometer Specification Data	
3.5	AG 150 Froude-Consine Eddy Current	51
	Dynamometer Technical Data	
3.6	AG 250 Froude-Consine Eddy Current	52
	Dynamometer Technical Data	
3.7	Standard Signal Conditioning Packages	61
3.8	Ventilation System Requirements	63

NO.	TITLES	PAGE
3.9	Minimum Dyno Water Pressure	64
3.10	PROTON Water Pressure Set Up	65
3.11	Electrical System Requirements	66
3.12	Testing Capabilities Table	72
3.13	Parameter Monitored at PROTON	79
4.1	Test Cell System Comparison	86
4.2	Comparative Analysis Summary	89
5.1	Standard Size of Transducer Box	94

xiii

NOMENCLATURE

A.C	=	Alternate Current
AG	=	Air Gap
AHU	=	Air Handling Unit
BIPO	=	Break In and Pass Off
CO_2	=	Carbon Dioxide
D.C	=	Direct Current
DGEC	=	Dry Gap Eddy Current
DTC	=	Digital Throttle Control
ECU	=	Electronic Control Unit
F	=	Force, N
FCU	=	Fuel Controller Unit
FKM	=	Fakulti Kejuruteraan Mekanikal
FMS	=	Fuel Measurement System
IGBT	=	Insulated Gate Bipolar Transistor
LVDT	=	Linear Variable Displacement Transducer
MUT	=	Machine under Test
MD	=	Mustang Dynamometer
NVH	=	Noise, Vibration, Harshness

Р	=	Power, kW
PID	=	Proportional, Integral, Derivative
PLC	=	Programmable Logic Controller
PROTON	=	Perusahaan Otomobil Nasional Sdn Bhd
PRT	=	Platinum Resistance Thermometers
R	=	Distance, m
S	=	Shaft speed, rpm
SAE	=	Society of Automotive Engineering
Т	=	Torque, Nm
TDC	=	Top Dead Centre
UTeM	=	Universiti Teknikal Malaysia Melaka
VAC	=	Volt Alternate Current
WOT	=	Wide Open Throttle

CHAPTER I

INTRODUCTION

1.1 Problem Statement

Engine dynamometer is a dynamometer that coupled directly to an engine that has been removed from a vehicle and it been used to measures power and torque directly from the engine crankshaft or flywheel. Engine dynamometer is usually placed in the test cell which has sufficient system to support engine dynamometer when running. A standard test cell is equipped the engine dynamometer with various system such as ventilation system, cooling system, control console and data acquisition system, fire and safety precaution system, fuel system, electrical system and engine exhaust system.

At FKM in UTeM, the engine dynamometer test cell is equipped with water cooling tower system, data acquisition system, fuel supply and measurement system, engine coolant system, throttle actuators, intake air, exhaust extraction and sump pumps. Currently, this engine dynamometer test cell have various problem related to these systems and required an analysis to identify the problem. In order to enhance its performance, comparative analysis with other engine dynamometer test cell is required.

1.2 Objectives

The goal for this project is to investigate an ideal working principle of an engine test cell and to perform comparative analysis of the existing engine test cell in FKM, UTeM and the engine test cell at PROTON facilities. The objectives of this project also include performing recommendation and provide benchmark of engine testing procedure for existing engine test cell in FKM, UTeM.

1.3 Scopes

The scopes for this project is involving running a sample of engine testing at PROTON and obtained a typical engine testing data for analysis. Identification of the weaknesses in engine test cell system in FKM also needs to be done. The scope also includes analyzing the problem with the current testing procedure in FKM, UTeM. Finally, this standard operating procedure obtained could be use as reference in running any engine testing in FKM engine test cell.

1.4 Chapter Summary

1.4.1 Chapter 1: Introduction

This chapter discusses the problem statement, objective and scope of this project. In general, this project is about to compare the current FKM, UTeM test cell with the PROTON test cell as to find the problem of the FKM, UTeM test cell.

1.4.2 Chapter 2: Literature Review

This chapter explains about the standard engine test cell setup including explanation on the system related to the test cell and type of engine dynamometer that can be used.

1.4.3 Chapter 3: Methodology

This chapter describes the methodology used in order to achieve the project's objective. In this project, research on the FKM, UTeM test cell and PROTON test cell is performed to understand both test cell system. This study also involves the testing capabilities of both test cells in order to run various types of testing and the engine testing requirements for both test cells. In an engine testing requirements, there are few consideration been made based on before running the engine testing such as parameter monitor, operational procedure, data logging, engine cooling and safety precaution.

1.4.4 Chapter 4: Results and Discussion

This chapter brief the output from the research and study that been made regarding FKM, UTeM test cell and PROTON test cell. The comparative analysis on both test cell system and engine testing requirement is explain. Based on the comparative analysis, the FKM, UTeM test cell problems are identified. The important components of an ideal engine test cell system were also identified and their function operating procedures were included. The important of their existent in an engine test cell system was also emphasizing.

1.4.5 Chapter 5: Conclusion and Recommendation

This chapter concludes the overall project study by state that the FKM, UTeM test cell have several problems which require an improvement and modification. Recommendation on the current FKM, UTeM test cell is brief based on the test cell problems. A recommended test cell operational procedure is also included in this chapter.

4



CHAPTER II

LITERATURE REVIEW

2.1 Engine Dynamometer Test Cell

A test cell is a room used to develop, characterize and test engines. The facility allows engine operation in different operating condition and offers measurement of several physical variables associated with the engine operation. In almost all engine test cells, an open thermodynamics system is used where it helpful in considering the total behavior of a test cell. With this concept, all the mass and energy flows into and out of the system is identified through balance sheet. Figure 2.1 shows the schematic diagram of an open thermodynamic system. Figure 2.2 shows the diagram of the standard engine test cell with regenerative electrical dynamometers. Figure 2.3 shows the output diagram of cell thermal analysis software.

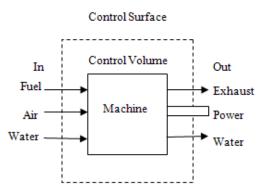


Figure 2.1: Open Thermodynamic System (Martyr, A and Plint, M.A, (2007))

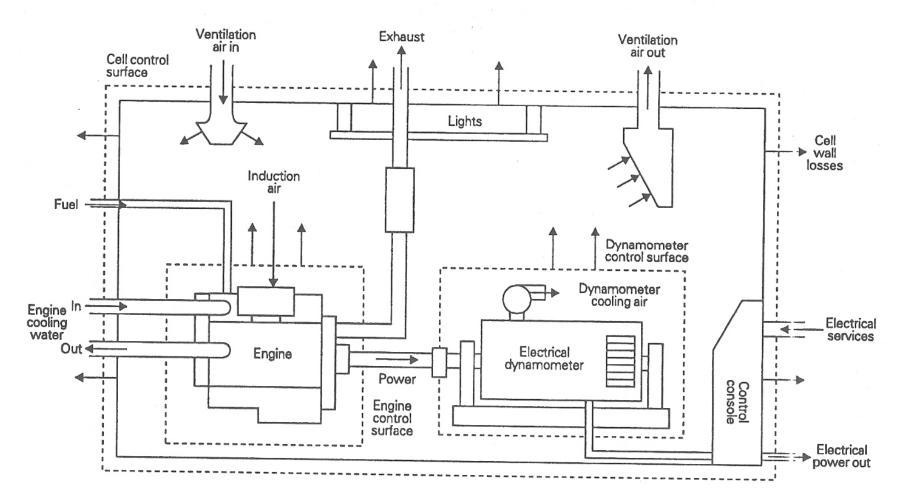


Figure 2.2: Test Cell with Regenerative Electrical Dynamometer

(Martyr, A and Plint, M.A, (2007))

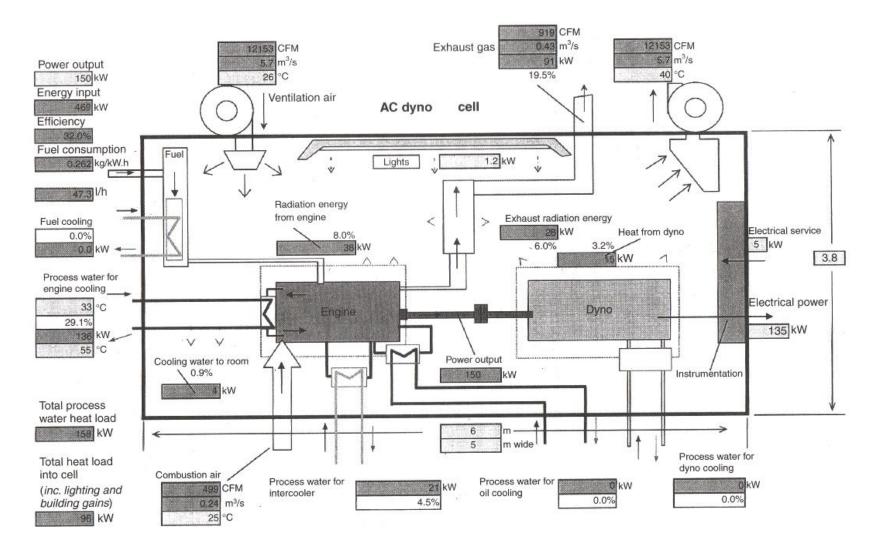


Figure 2.3: Output Diagram of Cell Thermal Analysis Software

(Martyr, A and Plint, M.A, (2007))

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