

**‘Saya/ Kami* akui bahawa telah membaca
karya ini dan pada pandangan saya/ kami* karya ini
adalah memadai dari segi skop dan kualiti untuk tujuan penganugerahan
Ijazah Sarjana Muda Kejuruteraan Mekanikal (Automotif)’**

Tandatangan:

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Tandatangan:

Nama Penyelia I:

Tarikh:

FABRICATING A CAR'S RADIATOR


HERMAN ANAK EDMEADES

Laporan ini dikemukakan sebagai
memenuhi sebahagian daripada syarat penganugerahan
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“Saya akui laporan ini adalah hasil kerja saya sendiri kecuali ringkasan
dan petikan yang tiap-tiap satunya saya telah jelaskan sumbernya”

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To God, my family and everyone who knows me

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ABSTRACT

Vehicle need to have a radiator in order to dissipate the excessive heat produced by the combustion of fuel inside the engine's cylinders. In order to fit into a car's hood, the radiator and fan system must have a compact size but still capable of transferring massive amount of heat energy from the engine to the surrounding air without the engine being overheated. Therefore the design and method of fabrication of a radiator is getting more and more technologically advance in order to cope with the demand of a lighter, corrosion resistance and sufficient radiator.

ABSTRAK

Kebanyakan kenderaan moden memerlukan sebuah radiator untuk membebaskan lebih tenaga haba yang dihasilkan oleh pembakaran bahan api di dalam silinder enjin. Untuk memuatkan radiator di dalam bonet hadapan kereta, system radiator dan kipas perlulah memiliki dimensi yang padat tetapi masih mampu untuk membebaskan lebih tenaga haba dari enjin tanpa menyebabkan enjin menjadi terlampau panas. Perminataan terhadap kereta bersaiz kecil juga menyebabkan radiator masa kini harus lebih ringan. Oleh itu, rekaan serta kaedah fabrikasi radiator menjadi semakin untuk menghasilkan radiator yang lebih ringan, tahan karat dan efisien.

CONTENT

CHAPTER	SUBJECT	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENT	iv
	ABSTRACT	v
	ABSTRAK	vi
	CONTENT	vii
	LIST OF TABLES	xi
	LIST OF FIGURES	xiii
	LIST OF SYMBOLS	xvii
CHAPTER I	INTRODUCTION	
	1.1 Project Summary	1
	1.2 Scope	2
	1.3 Objective	2

CHAPTER	SUBJECT	PAGE
	1.4 Gantt Chart	3
CHAPTER II	LITERATURE REVIEW	
	2.1 General Function of a Car's Radiator	4
	2.2 The Components of a Car's Radiator	5
	2.2.1 Fins	7
	2.2.2 Tubes	10
	2.2.3 Header Tanks	11
	2.3 Materials	12
	2.4 Fundamental of Heat Exchanger Design Methodology	15
	2.5 Numerical Modeling for Heat Transfer	16
	2.5.1 Energy Balance and Heat Transfer Rate	16
	2.5.2 ϵ -NTU Method	18
	2.5.3 The Actual Heat Transfer Rate	23
CHAPTER III	METHODOLOGY	
	3.1 Wind Tunnel Experiment	24
	3.1.1 Calibrating the Wind Tunnel	27

CHAPTER	SUBJECT	PAGE
	3.1.2 Fabricating the Control Box	27
	3.1.3 Electrical Wiring for the Control Box	30
	3.1.4 Determined the Maximum Air Velocity	31
3.2	Design Methodology	34
	3.2.1 Process/Design Specification	35
	3.2.2 Mechanical Design	37
	3.2.3 Thermal Hydraulic Design	39
3.3	Fabrication of Radiator Parts	43
	3.3.1 Tubes	44
	3.3.2 Fins	45
	3.3.3 Header Tank	46
 CHAPTER IV	 RESULT AND DISCUSSION	
4.1	Result for Maximum Air Velocity and Flow Rate	48
4.2	Result for Wind Tunnel Experiment	49
4.3	Result on Experiment Data	50
4.4	Fabrication for the Radiator Parts	51

CHAPTER	SUBJECT	PAGE
	4.4.1 Tube Fabrication	51
	4.4.2 Fins Fabrication	52
	4.4.3 Header Tanks	52
	4.4.4 Joining Method	52
CHAPTER V	CONCLUSION	
	5.1 Conclusion	54
	5.2 Recommendation	56

REFERENCE & BIBLIOGRAPHY

LIST OF TABLES

NO.	TITLE	PAGE
1.	Gantt Chart for First Semester	3
2.	Gantt Chart for Second Semester	3
3.	Thermal conductivities of materials vary with temperature. (Sources: Çengel & Turner, 2001)	12
4.	Brazed Copper/Brass vs. Brazed Aluminum (Sources: www.cooper.org)	14
5.	Nusselt Number for Rectangular Tube	21
6.	Radiator Specification for Experiment	32
7.	Process/Design Specification	36
8.	Value for Calculating Q_{\max}	40
9.	Heat capacity rate for air and water	40

10.	Data for velocity and flow rate of air inside the wind tunnel	48
11.	Data for water temperature at 65°C	49
12.	Data for water temperature at 70°C	50
13.	Data for water temperature at 70°C	50

LIST OF FIGURES

NO.	FIGURE	PAGE
1.	Cooling system of a vehicle (Source: www.narsa.org)	5
2.	Radiator's core (Source: www.narsa.org)	7
3.	Louvered fin (Source: Beamer & Cowell (1998))	8
4.	Direction and shape of the deflected air flow (Source: Beamer & Cowell (1998))	9
5.	A cross section of a fin wall (Source: Beamer & Cowell (1998))	9
6.	Boundary of "uncooled" surface owing to large tilt angle (Source: Beamer & Cowell (1998))	10
7.	Wind tunnel dimension	24
8.	Wind tunnel fan	25

9.	Reservoir tank	25
10.	Water pump vents	25
11.	Wind tunnel vents	25
12.	Adjusting the height	26
13.	Aligning the vents	26
14.	Wrench	26
15.	Measuring tape	26
16.	Aluminum sheet metal	27
17.	Isometric view for control panel	27
18.	Orthographic view for control panel	28
19.	Measuring and marking tools	29
20.	Round and flat files	29
21.	Drill and drill bits	29
22.	Bending Machine	29

23.	Control box	30
24.	Wiring schematic diagram	30
25.	Velocity meter	31
26.	The mounted radiator	33
27.	Thermocouple	33
28.	Reading for velocity and flow rate	34
29.	Reading for temperature	34
30.	Flow chart for process/design specification	35
31.	Isometric view for header tanks	37
32.	Orthographic view for header tank	37
33.	Isometric and orthographic view for tube	38
34.	Isometric view and orthographic view for fin	40
35.	Filler for the tubes	44
36.	Bending the tubes	44

37.	Flattening the tubes	45
38.	Finished tubes	45
39.	Machine for fabricating the fins	46
40.	How fins are rolled	46
41.	Finished fins	46
42.	Bending the tanks	47
43.	Bended tanks	47
44.	The tanks being bonded by silicon	47
45.	The fabricated radiator	47

LIST OF SYMBOLS

Q_{\max}	=	Maximum Heat Transfer Rate, kW
Q	=	Actual Heat Transfer Rate, kW
m_h	=	Mass Flow Rate of Hot Fluid (water), kg/s
m_c	=	Mass Flow Rate of Cold Fluid (air), kg/s
$c_{h,p}$	=	Specific Heat of Hot Fluid (water), kJ/kg.°C
$c_{c,p}$	=	Specific Heat of Cold Fluid (air), kJ/kg.°C
$t_{h,i}$	=	Inlet Temperature for Hot Fluid (water), °C
$t_{h,o}$	=	Outlet Temperature for Hot Fluid (water), °C
$t_{c,i}$	=	Inlet Temperature for Cold Fluid (air), °C
$t_{c,o}$	=	Outlet Temperature for Cold Fluid (air), °C
ε	=	Thermal Effectiveness
C_{\min}	=	Smaller Value of Heat Capacity Rate Value Between Air and Water, kW/°C
C_h	=	Heat Capacity Rate for Hot Fluid (water), kW/°C
C_c	=	Heat Capacity Rate for Cold Fluid (air), kW/°C
NTU	=	Number of Transfer Units

A_s	=	Total Heat Transfer Surface Area, m^2
A_{finned}	=	Total Heat Transfer Surface Area for Fins, m^2
A_{unfinned}	=	Total Heat Transfer Surface Area for Tubes, m^2
U	=	Total Heat Transfer Coefficient, $W/m^2 \cdot ^\circ C$
U_i	=	Inner Heat Transfer Coefficient, $W/m^2 \cdot ^\circ C$
U_o	=	Outer Heat Transfer Coefficient, $W/m^2 \cdot ^\circ C$
h	=	Convective Heat Transfer Coefficient, $W/m^2 \cdot ^\circ C$
h_i	=	Inner Wall Convective Heat Transfer Coefficient, $W/m^2 \cdot ^\circ C$
h_o	=	Outer Wall Convective Heat Transfer Coefficient $W/m^2 \cdot ^\circ C$
k	=	Thermal Conductivity, $W/m \cdot ^\circ C$
Nu	=	Nusselt Number
D_h	=	Hydraulic Diameter, m
A_i	=	Inner Wall Surface Area, m^2
A_o	=	Outer Wall Surface Area, m^2
A_c	=	Cross Sectional Area of Tube, m^2
p	=	Perimeter of the Tube, m
R	=	Total Resistance for Tube

CHAPTER I

INTRODUCTION

1.1 Project Summary

The final year project is a compulsory subject that has to be taken by every UTeM students in order to obtain their respective degree. Two semesters are given to student to complete this subject. The code for this subject BMCU 4973 and BMCU 4983 is part of the syllabus that is included in the UTEM degree program. This project is about analyzing and fabricating a car's radiator under the supervision of Dr. Yusoff bin Sulaiman. This report consists of five chapters; literature review, methodology, result, discussion and conclusion.

Literature reviews are emphasized on the design and function of a car's radiator and fan. The components, material used and function for the radiator are enclosed in this part of the report. The methodology section will explain the method and the experiment that has been carried out to complete this project. For this project, the experiment was carried out in the first semester and the fabrication for the radiator begun the following semester.

1.2 Objective

- To fabricate a radiator and compare the performance with a manufacture radiator.

1.3 Scope

- Conduct experimental work on manufactured radiator to gain the inlet and outlet temperature for both fluid.
- Design a suitable configuration of a typical automotive radiator.
- Conduct numerical modeling.
- Fabricate using suitable materials.
- Test in a wind tunnel and compare the result with the manufactured radiator

1.4 Gantt Chart

Gantt chart for both of the semesters is shown in the next page:

Table 1: Gantt chart for First Semester

Activities	Week															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Title Selection																
Literature Review																
Experimental Work																
Presentation																

Table 2: Gantt chart for Second Semester

Activities	Week															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mechanical Design																
Numerical Modeling																
Methodology																
Fabrication																
Testing																
Presentation																

CHAPTER II

LITERATURE REVIEW

2.1 General Function of a Car's Radiator

A radiator in general is a device that removes unwanted thermal heat from a device so that overheating does not occur. It is also known as a heat exchanger that operates either in a closed system or an open system. The use of radiators can be normally seen in automotive vehicles, large machines (compression coolers, heavy duty pumping sets, off-highway construction equipment and etc), trains, cooling system, factories and buildings. In term of a car, the radiator is the sole cooling system that operates to remove the excessive heat from a car's engine. If the radiator fails to function properly overheating could occurs and this could lead to a major engine breakdown. A car's radiator is usually pair up with a fan that supplies the necessary movement of air so that the engine can be cool while stationary or working hard. This fan gets its power from the engine via a fan clutch or a simple fluid coupling, as part of the water-pump drive from the crankshaft pulley.

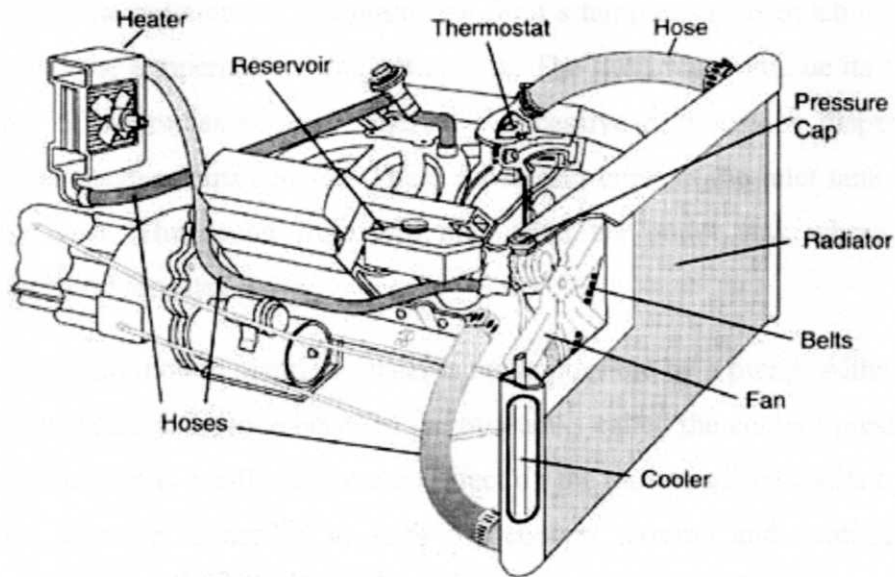


Figure 1: Cooling system of a vehicle (Source: www.narsa.org)

The thermal energy that has been generated will be dissipated to the surrounding air by means of heat transfer. Car's radiator often uses force convection as the main heat transfer mechanism but there are also other types of heat transfers method such as conduction and radiation that is present in the design. However the amount of heat that is removed is notably done by force convection as the movement of the car will generate a lot of bulk movement of air. Combine with the flow of air generate by the radiator's fan, the air's flow rate through a radiator is normally high enough to cool the coolant which flow through the radiator's tubes adequately.

Normally there will be a medium which will be the heat transfer agent for a radiator. This medium can be in the form of liquid or gas and acts as the cooling agent for the radiator. This cooling agent is usually called coolant and usually water is used. The flow of the cooling agent can be seen as a close cycle. First, the fluid will flow from the outlet tank into water jackets or crevices that exist on components. The difference in temperature between the fluid and the surface area of the components will cause heat transfer to occur at these areas. This fluid will then flow into the radiator via the inlet hose into the