DESIGN & FABRICATION OF VALVE LAPPING MACHINE

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Abstract

Automobile maintenance is a major area in the industry of automobile and also a major income to the business. Present, engine maintenance can be stated as a very important section in automobile maintenance and the valve lapping process that is subjected in this thesis is done during engine maintenance. Methods used in most automobile maintenance for valve lapping process are not effective and consume a lot of working hours. 'Valve lapping Machine is a machine designed to overcome these problems by minimizing the human involvement in process. It consist of the background in designing the machine, results obtained by data analysis in order to optimize the design and design of the valve lapping machine. Lapping is a machining process in which two surfaces are rubbed together, by hand movement or using a machine. This can take two forms. The first type of lapping involves rubbing of brittle material such as glass against surface such as iron with an abrasive such as aluminum oxide and jeweler's rouge. This produces microscopic conchoidal fractures as the abrasive rolls between them and removes material. The other form of lapping involves a softer material such as pitch or ceramic for the lap. The softer material, which holds it and permits it to score across and cut the material. Taken to a limit, this will produce a surface such as with a polishing cloth on an automobile, or a polishing cloth.

INTRODUCTION

Valve lapping or the process of creating a good seat between engine valves and the corresponding valve seat area in the IC engine head is a task which have to be done very accurately. The importance of obtaining a good sea is that the air/fuel mixture or airis prevented from flowing in to the combustion chamber, same as the exhaust gas is prevented from flowing to the exhaust manifold from the combustion chamber until the right time. And also a good seat prevents compression leaks. The engine will lose its efficiency by huge percentages if any of the situations explained above happens.

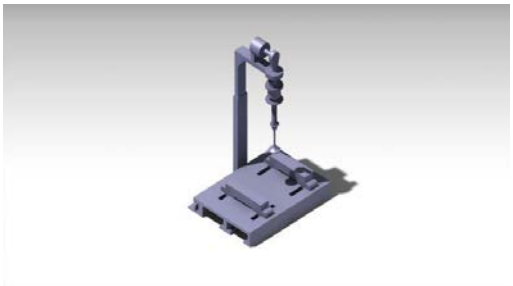

Fig 1. Valve Lapping

So as this is a very important task in IC engine maintenance, extra attention is given to this particular task by technicians. This process of valve lapping is typically done using a lapping stick. these process can be replaced by the ' Valve Lapping Machine for Internal Combustion Engines', specifically designed for the process of engine valve lapping. It is fully mechanical system which performs two different motions in two directions previously performed by hand when using valve lapping stick. The valve lapping machine is very effective because the human involvement is limited in the process. A valve job is an operation which is performed on internal combustion engine, the purpose of which is to resurface the mating surfaces of the poppet valves and their respective valve seats that control the intake In the earliest automotive engines, the valves needed to be removed and the

sealing surfaces sanded, ground or lapped multiple times during. As the decades passed, however, engines ran cleaner and the addition of tetraethyl lead in gasoline meant that such maintenance became more frequent. Today, valve jobs are done on passenger cars for the purpose of maintenance, although they are still quite common with high-performance cars. Some reasons that may induce the need for a valve job in a modern passenger include: excessive RPM, high mileage, overheating, material failure, and foreign object damage (FOD).

Literature review

Effect of EGR on the exhaust gas temperature and exhaust opacity in compression ignition engines

In diesel engines, NOx formation is a highly temperature-dependent phenomenon and takes place when the temperature in the combustion chamber exceeds 2000 K. Therefore, in order to reduce NOx emissions in the exhaust, it is necessary to keep peak combustion temperatures under control. One simple way of reducing the NOx emission of a diesel engine is by late injection of fuel into the combustion chamber. This technique is effective but increases fuel consumption by 10–15%, which necessitates the use of more effective NOx reduction techniques like exhaust gas recirculation (EGR). Re-circulating part of the exhaust gas helps in reducing NOx, but appreciable particulate emissions are observed at high loads, hence there is a trade-off between NOx and smoke emission. To get maximum benefit from this trade-off, a particulate trap may be used to reduce the amount of unburnt particulates in EGR, which in turn reduce the particulate emission also. An experimental investigation was conducted to observe the effect of exhaust gas re-circulation on the exhaust gas temperatures and exhaust opacity. The experimental setup for the proposed experiments was developed on a two-cylinder, direct injection, air-cooled, compression ignition engine. A matrix of experiments was conducted for observing the effect of different quantities of EGR on exhaust gas smoke opacity has been developed. Experiments were carried out using the setup to prove the efficacy of EGR as a technique for NOx reduction. It is seen that the exhaust gas temperatures reduce drastically by employing EGR. This indirectly shows the potential for reduction of NOx emission. This can be concluded from the fact that the most important reason for the formation of NOx in the combustion chamber is the high temperature of about 2000K at the site of combustion. Thermal efficiency and brake specific fuel consumption are not affected significantly by EGR. However particulate matter emission in the exhaust increases, as evident from smoke opacity observations. Diesel engines score higher than that of other engines in most aspects like fuel consumption and low CO emissions, but loses in NOx emissions. EGR is proved to be one of the most efficient methods of NOx reduction in diesel engines. The increase in particulate matter emissions due to EGR can be taken care by employing particulate traps and adequate regeneration techniques. Our sincere thanks to the staff of the Energy Conversion Laboratory, Department of Mechanical Engineering for their cooperation and assistance in setting up the experimental set-up and their help in performing experimental investigation.

Injector Fouling and Its Impact on Engine Emissions and Spray Characteristics in Gasoline Direct Injection Engines

In Gasoline Direct Injection engines, direct exposure of the injector to the flame can cause combustion products to accumulate on the nozzle, which can result in increased particulate emissions. This research observes the impact of injector fouling on particulate emissions and the associated injector spray pattern and shows how both can be reversed by utilising fuel detergency. For this purpose multi -hole injectors were deliberately fouled in a four- cylinder test engine with two different base fuels. During a four hour injector fouling cycle particulate numbers (PN) increased by up to two orders of magnitude. The drift could be reversed by switching to a fuel blend that contained a detergent additive. In addition, it was possible to completely avoid any PN increase, when the detergent containing fuel was used from the beginning of the test. Microscopy showed that increased injector fouling coincided with increased particulate emissions. Based on these results a selection of the injectors was installed in a laboratory injection chamber and the spray patterns were investigated with a high speed camera. Injectors corresponding to the largest PN drift produced the thinnest spray jets with the deepest

penetration. These factors amplify the risk of wall wetting and provide an explanation for the increase of PN. The positive effect of the detergent was also reflected in the spray pattern analysis, which illustrates the potential benefits of such fuel additives. Due to the fuel delivery design of direct injection gasoline engines, injectors are exposed to the harsh environment of the combustion chamber, which can lead to deposit formation on the injector tip. The resultant alteration of the fuel spray can increase engine emissions, particularly PN and PM. In order to study this effect and the potential of fuel detergency to reduce it, a set of injectors were deliberately fouled in an engine test cycle. The injectors were then cleaned with a detergent containing fuel in a similar engine cycle. During the first cycle an increase of particulate numbers of more than two orders of magnitude was observed. Fuels with detergent additives did not produce any significant increase in particulate emissions during this phase. When the engines operating with fouled injectors were run with detergent containing fuel, particulate emission reverted back to their original levels in most cases. Analysis of the injectors via microscopy confirmed that the fouling on the surface and nozzles of the injector tips correlated with an increase of PN/PM emissions during the engine test. Operating the engine with detergent containing fuel cleaned the injectors and resulted in decreased particulate emissions. Analysis of the spray patterns in a laboratory injection chamber backed-up the trends observed. Fouled injectors produced sprays with smaller cone angles and deeper penetration depths compared to clean injectors, which can promote wall wetting and lead to particulate emissions through rich fuel combustion. These results highlight a representative selection of the spray data available, which allows comparison with the PMPN emission from the engine tests. Future work will focus on expanding the results with a systematic and numerical analysis of the spray images.

Petrol Engine Exhaust Valve Design, Analysis and Manufacturing Processes

The aim of this paper is to design an exhaust valve for a four wheeler petrol engine using theoretical calculations. Manufacturing process that is 2D drawings is drafted from the calculations and 3D model and transient thermal analysis is to be done on the exhaust valve when valve is open and closed. Analysis is done in ANSYS. Analysis will be conduct when the study state condition is attained. Study state condition is attained at 5000 cycles at the time of when valve is closed is 127.651 sec valve is opened 127.659 sec.The material used for exhaust valve is EN52 steel. We are doing material optimization bydoing analysis on both materials EN52 and EN59.Static Modal analysis the exhaust valve to determine mode shapes of the valve for number In-direct benefit: This becomes a Poke-Yoke to avoid reverse material forging which is one of the critical customer complaints.

Combustion Analysis and Knock Detection in Single Cylinder DI-Diesel Engine Using Vibration Signature Analysis

The purpose of this paper is to detect the “knock” in Diesel engines which deteriorate the engine performance adversely. The methodology introduced in the present work suggests a newly developed approach towards analyzing the vibration analysis of diesel engines. The method is based on fundamental relationship between the engine vibration pattern and the relative characteristics of the combustion process in each or different cylinders. Knock in diesel engine is detected by measuring the vibration generated by the engine using The DC-11 FFT analyzer with accelerometer. Knock in diesel engine is mainly due to the engine miss .A diesel engine miss results from one or more cylinders when the fuel is not burning properly. Improper fuel burning is caused by Injection system problems which include, Faulty injectors, clogged fuel filters, incorrect Injection timing, Low engine compression, injection system leaks, Air leaks, faulty injection pump etc. Engine miss causes rapid combustion with very high pressures generating a rumble or dull clattering sound. Abnormally loud sound with violent vibration is called “knocking or detonation”. Engine cylinder vibration in FFT form is monitored at each load the cylinder excitation frequencies are compared with the base line frequencies using diesel oil. Time wave forms on the cylinder head are also recorded to analyze the combustion. Since the very combustion in the cylinder is the basic exciter, the vibration study of the engine cylinder through the measured FFT and time waveforms are the representatives of combustion propensity.

Vibration accelerometer is mounted on the cylinder head, preferably on the bolt connecting the head and the cylinder to record the engine vibrations using DC-11 data logger which directly gives the spectral data in the form of FFT, the overall vibration levels. This FFT data recorded is collected by On-Time window based software designed by e-predict Inc., Argentina. The Time waveforms are obtained on the cylinder head by DC-11 in the OFF-ROUT. The vibration studies indicate that there is tradeoff between the vibrations Recorded in different directions on the cylinder head. There is also a tradeoff between the cylinder head vibration and the engine foundation vibration. Since the spectrum recorded on the cylinder head is the representative of the combustion inside the cylinder, it can be assessed that new mode of combustion has taken place with different excitation frequencies. In the crucial frequency range of 900Hz to 1300 Hz, the amplitude rise is abnormal to the tune of 0.45 g at full load run of the engine. This can be acclaimed to better torque conversion at this percentage. The time waves indicate longer time duration of combustion. during firing stroke in the case of injection of water Knock is detected with water injection at 1/4 Full Load. Knock tendency decreases with increase of load with water injection. With Palm Methyl ester operation the engine has not developed any Knock tendency this may be due to the higher Cetane number of Palm Methyl ester. At Part loads the engine may develop knock tendency but at higher.

Taguchi Method for Investigating the Performance Parameters and Exergy of a Diesel Engine Using Four Types of Diesel Fuels.

The effectiveness of Taguchi methodology is underlined by replacing the required (44 = 256) tests, needed to decide the effect of parameters: engine speed, throttle and water temperature for four types of fuel by only 16 deciding experiments as indicated The throttle has a proportional relation to break mean effective pressure as a result of the increase in the quantity of injected fuel. The best operating point was accomplished at 75% of full throttle. Throttle position has no effect on volumetric efficiency of test engine.Water temperature is second most effective parameter on engine operation for minimum BSFC. The optimum temperature for improved brake thermal and exergic efficiencies is found to be 80oC.As the water temperature was increased the volumetric efficiency dropped. During the experiments, the maximum volumetric efficiency was recorded at a water temperature of 65oC.The optimum engine speed for the test engine, based on maximum volumetric efficiency, minimum BSFC and improved values of thermal and exergic efficiencies was 2500 rpm. Fuel specific gravity has a limited effect on BSFC. It is shown from the results that the reduction in power caused by the reduction in volumetric flow rate is compensated by increasing the fuel density.

What is Valve Lapping

In the process of valve lapping in an internal combustion engine cylinder head, the goal is to achieve a good seat between valve seating area of an engine valve and the valve seat area of cylinder head in order to avoid the compression leaks through the seating from the combustion chamber and to avoid mixture leaking in to the combustion chamber through the seating. The internal combustion engine operates by achieving a certain compression ratio which is differing from engine and combusting a air-fuel mixture which is compressed to a certain volume decided by the compression ratio. And if the air-fuel leaks through the seating, the volume of the air- fuel will change and combustion process will not be accurate resulting a reduction in engine. It is vital to have a fully sealed combustion chamber and the valve seating is very important in acquiring a fully sealed chamber.

Scope

1. The objective of this work is to develop a New Automatic operated Machine of Valve Lapping.

2. This concept allows us to achieve our goal as well as better space management.

3. The new model takes into account all the real time conveying system and provide solution over their short coming.

4. The New model will get good efficiency compare to old method

Conclusion

The problem of holding engine valves was solved by designing valve holding pieces.
Valve lapping mechanism was implemented replacing manual labor.
Cylinder head supports has eased the moving of cylinder heads horizontally.
Valve lapping mechanism was designed as a assembly
of several parts easing any maintenance to the machine.
All the designs could be completed successfully.

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