

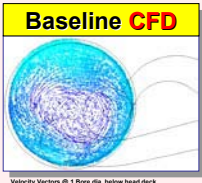
# Development in conjunction with Department of Energy "Light Truck Diesel Program"

## Analysis Led Intake Port Development

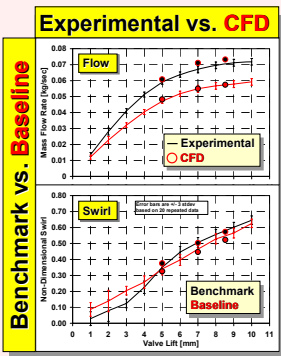
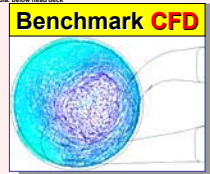
### Analysis Led

### Traditional

**Baseline & Benchmark**



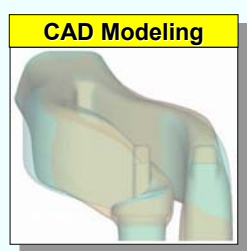
- Where do we stand against competition?
- Need to improve?
- Match or exceed the best known performers
- Calibrate CFD to Experimental data



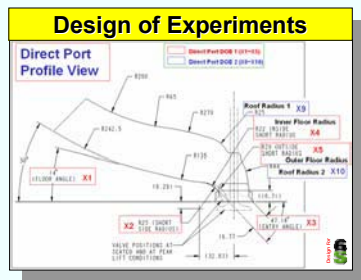
**Flow Bench**

- Know measurement capability of Flow Bench
- Does data repeat?

**Design & Analysis**



- Fully parametric CAD model
- Manufacturing factored in up front (draft, etc.)
- Same model used for CFD and hardware
- Ability to adjust the model for future changes



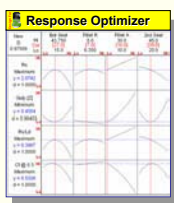
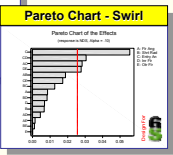
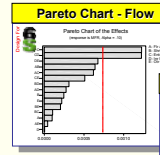
- CAD model enables multiple factor DOE
- Be smart about what's behind "Black Art"

**Grind & ...**

**... Iterate**

- Relliance on experienced technician ("Black Art")
- Non-optimized design
- Possible extensive amount of time involved (Time = \$)
- Difficulties achieving consistency in port-to-port performance

**Optimize & Finalize Design**



- What geometry factors have most effect?
- Understand the interaction between various factors
- Come up with a few optimal designs for flow box validation

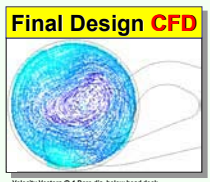
**Iterate & ...**

**... Optimize**

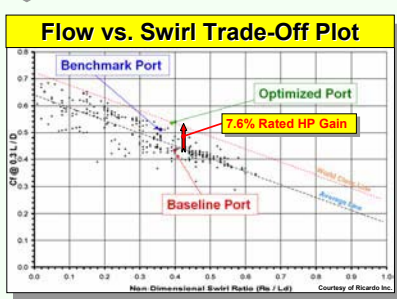
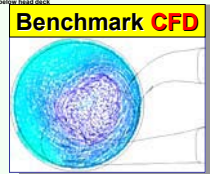
**Reverse Engineering**

- Interpret technician's work into CAD model
- X-Ray, CT, Laser, or CMM scan to create non-parametric model
- Conversion to parametric model could add significant time

**Verify & Procure Hardware**



- How does the final design compare against benchmark?
- Used CFD for both qualitative & quantitative flow field
- Plot the actual flow data on world wide database



**Head Casting**

**Verification**

- Always validate the final design with Flow Box
- Procurement of hardware comes only after the final design was validated
- Verify the final design in castings as a final step