NUMERICAL METHODS IN ENGINEERING SERIES



Internal Combustion Engine Bearings Lubrication in Hydrodynamic Bearings

Dominique Bonneau
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WILEY

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Preface

This volume is the fourth and final part of the series devoted to hydrodynamic bearings.

Volume I [BON 14a] describes in detail the lubricant physical properties that play an essential role in hydrodynamic phenomena, followed by hydrodynamic lubrication equations and models for their numerical solutions. Part of Volume I also gives "elastohydrodynamic" (EHD) model descriptions.

Volume 2 [BON 14b] is devoted to the study of mixed lubrication. The role of surface roughness is analyzed using the corresponding numerical techniques both from a hydrodynamic and a surface asperity contact point of view. This volume also addresses the issue of surface wear in the aforementioned context.

Volume 3 [BON 14c] describes several thermohydrodynamic (THD) models and thermoelastohydrodynamic (TEHD) problems. This volume ends with a description of general algorithms used in computational software designed to describe bearings under large non-stationary loads.

This last volume (Volume 4) addresses specific problems related to engine and compressor bearing calculations.

Chapter 1 of this volume describes the kinematic and dynamic relationships of the mobile part (crank shaft, connecting rod, piston) of an internal combustion engine.

Chapters 2, 3 and 4 are devoted to different system bearings, respectively, connecting rod big and small end bearings and crank shaft journal bearings. The specific problems associated with each one are analyzed in detail: lubricant supply,

multibody rods and bearings with coupled operation, etc. Several examples specific to different types of combustion engines are illustrated in these three chapters.

Chapter 5 describes practical bearing calculation techniques for optimizing lubrication conditions. A reliable, simple and easy approach for optimizing multiple objects, based on methods used in experimental design, is used to create mathematical models for optimizing chosen parameter values, e.g. in the case of engine bearings: power loss and criteria for severity evaluation. These models are later used in the optimization phase to replace complicated numerical simulations used for calculating bearing lubrication parameters.

An application to internal combustion engine connecting rod big end bearing calculations is described in detail.

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Nomenclature

Points, basis, repairs, links and domains

```
Α
              point at the junction crank shaft – connecting rod (2D model)
B
              point at the junction connecting rod – piston (2D model)
0
              origin point of lubricant film repair (developed bearing)
0.
              origin point of the repair attached to the housing (bearing center)
              origin point of the repair attached to the shaft
0.
              Cartesian basis for the film (developed bearing)
x, y, z
              Cartesian basis for the housing
x_c, y_c, z_c
              \{x_i, y_i, z_0\}, basis of the repair \Re_i
B_i
              \{O, \mathbf{x}_0, \mathbf{y}_0, \mathbf{z}_0\}, engine block repair
Ro
              \{O, \mathbf{x}_1, \mathbf{y}_1, \mathbf{z}_0\}, crank shaft repair
R
              \{A, \mathbf{x}_2, \mathbf{y}_2, \mathbf{z}_0\}, connecting rod repair
R.
R.
              \{O, \mathbf{x}_3, \mathbf{y}_3, \mathbf{z}_0\}, small end shaft repair
              \{O, \mathbf{x}_4, \mathbf{y}_4, \mathbf{z}_0\}, piston repair
R
              link between the solid S<sub>i</sub> and the solid S<sub>i</sub>
Li
```

Scalars

B	m	bearing nair-width
C	m	bearing radial clearance
C_p	J kg ⁻¹ °C ⁻¹	specific heat
D	Pa; m	universal variable representing p else $r - h$
E	$N m^{-2}$	Young modulus
F_N , F_T	N	normal and tangential contact force components

H	$W\ m^{-2}\ ^{\circ}C^{-1}$	thermal transfer coefficient
I_{i}	kg m ²	central moment of inertia for solid S _i with respect to O z axis
K_N, K_T	$N m^{-1}$	penalization stiffness for a contact problem
L	m	bearing width
L_h	m	connecting rod length
M_{xc}	N m	\mathbf{x}_{c} component for the moment at O_{c} of $\mathfrak{I}_{pressure}$ torsor
M_{yc}	Nm	\mathbf{y}_{c} component for the moment at O_{c} of $\mathfrak{I}_{\mathit{pressure}}$ torsor
R	m	bearing radius
R_{ν}	m	crank shaft radius
S	m ²	piston surface
U	m s ⁻¹	shaft peripherical velocity for a bearing
V	m s ⁻¹	squeeze velocity for a bearing
W	$m s^{-1}$	shaft axial velocity for a bearing
W_{xc}	N	\mathbf{x}_{c} component of $\mathfrak{I}_{pressure}$ torsor resultant
W_{yc}	N	\mathbf{y}_{c} component of $\mathfrak{I}_{\mathit{pressure}}$ torsor resultant
d	m	distance between the piston shaft and the crank shaft center (2D model)
f		Coulomb friction coefficient
h	m	lubricant film thickness
k		relative position of the con rod mass center with respect to the big end axis
k	$W m^{-1} \circ C^{-1}$	thermal conductivity
$m_{\rm i}$	kg	mass of solid S _i
p	Pa	pressure in the lubricant film
p_{supply}	Pa	supply pressure for a bearing
p_g	Pa	combustion gas pressure acting on the piston
1	S	time
\mathcal{U}	$m s^{-1}$	circumferential velocity component at a point into the film
u_N , u_T	m	normal and tangential displacements at a contact point
V	m s ⁻¹	velocity squeeze component at a point into the film
W	m s ⁻¹	axial velocity component at a point into the film
χ	m	circumferential coordinate for a point into the film
y	m	coordinate in the thickness direction for a point into the film
Z	m	axial coordinate for a point into the film
α	$^{\circ}Pa^{-1}$	piezoviscosity coefficient

β	°C 1	thermoviscosity coefficient
$\mathcal{E}_{X}, \ \mathcal{E}_{Y}$		relative eccentricity components
Gx Gv	rad	misalignment components for the shaft into the housing
θ	rad	angular coordinate for a film point for a bearing
θ_v	rad	crank shaft angle
μ	Pa.s	lubricant dynamic viscosity
ρ	kg m ⁻³	lubricant density
σ	m	combined roughness of film walls
φ	rad	connecting rod angle with respect to the engine block
χ	rad	con rod small end axis angle with respect to the engine block
W	rad	connecting rod angle with respect to the crank shaft
0	rad s	shaft angular velocity with respect to the housing

Dimensioned parameters

\overline{R}	R_v/L_b
\bar{d}	d/L_b
\overline{h}	h/σ

Torsors

Ipressure	pressure actions exerted on the housing
Sapplied load	loading for a shaft or thrust bearing

Matrices

[A]	N Pa-1	integration matrix
[C]	m Pa ⁻¹	compliance matrix
[K]	$N m^{-1}$	stiffness matrix
$[A_i]$		matrix of the problem <i>i</i> equation discretized by the finite element method
[1]		Jacobian matrix

Indices

F film or lubricant
S shaft, solid
supply lubricant supply
amb ambient medium

Acronyms

BDC bottom dead center

CPV contact pressure velocity product

DOE design of experiments

EA evolutionary algorithm

EHD elastohydrodynamic

GT global thermal (method)

MFT, MOFT minimum (oil) film thickness

MOFP maximum oil film pressure

MTM mean temperature method

PTM parabolic temperature profile method SAE Society of Automotive Engineers

TDC top dead center

TEHD thermoelastohydrodynamic

Contents

Preface	ix
Nomenclature	xi
CHAPTER 1. KINEMATICS AND DYNAMICS OF CRANK SHAFT-CONNECTING ROD-PISTON LINKAGE	1
1.1. Kinematic model of crank shaft-connecting	
rod-piston linkage	2
1.1.1. Model description	2
1.1.2. Expressions of angular velocities	5
1.1.3. Expressions of velocity for points A, G2 and B	5
1.1.4. Expressions of connecting rod angular acceleration and points G ₂ and B accelerations	7
	1
1.2. Efforts in the links between the crank shaft, the connecting rod	8
and the piston	-
1,2.1. Hypothesis and data.	8
1.2.2. Dynamics equations for the piston	9
1.2.3. Dynamics equations for the axis	9
1.2.4. Dynamics equations for the connecting rod	10
1.2.5. Dynamics equations for the crank shaft	11
1.2.6. Efforts for frictionless links	12
1.3. Load diagram correction in the case of large deformations	13
1.3.1. Kinematics of crank shaft-connecting	
rod-piston system with mobility	14
1.3.2. Dynamics of crank shaft–connecting	
rod-piston system with mobility	20

1.4. Examples of link efforts between the elements of crank				
shaft-connecting rod-piston system				23
1.4.1. Data		×	÷	23
end bearing	¥	0	R	24
1.4.3. Load diagrams for a connecting rod small				20
end bearing				26
1.4.4. Load diagrams for a crank shaft main bearing				27
1.4.5. Engine torque				28
1.5. Bibliography	٠	*	*	29
CHAPTER 2. THE CRANK SHAFT–CONNECTING ROD LINK				31
2.1. Geometrical and mechanical characteristics of the				
connecting rod big end bearing				31
2.2. Lubricant supply	18	è		33
2.3. Correction of the load diagram in the case of				
large deformations				34
2.4. Multibody models				38
2.4.1. Interfaces and interactions: main assumptions		ř		39
2.4.2. Equations of unilateral contact with friction				
and equilibrium equations				41
2.4.3. Compliance matrices	>			42
2.4.4. Finite element modeling of the contact				
in the joint plane				46
2.4.5. Modelization of the contact between the				
housing and the shells			,	65
2.5. Case of V engines				72
2.6. Examples of connecting rod big end bearing				
computations				79
2.6.1. Presentation of connecting rods and corresponding				
load diagrams			v.	80
2.6.2. Geometry and lubricant data				84
2.6.3. Analysis of some isothermal results				85
2.6.4. Influence of mesh downsizing				96
2.6.5. Search of potential damage zones				
due to cavitation				98
2.6.6. Examples taking into consideration				
thermoelastohydrodynamic effects			. 1	00
2.7. Bibliography				18

CHAPTER 3. THE CONNECTING ROD-PISTON LINK	123
3.1. Geometrical particularities and mechanics of	
connecting rod—piston link	123
3.2. Lubricant supply	125
3.3. Example of computation for a connecting rod	
small end bearing with the axis embedded into the piston	127
3.4. Complete model of the connecting rod–piston link	133
3.4.1. Equations.	134
3.4.2. Integration of dynamics equation	137
3.4.3. Piston structural model	139
3.4.4. Example: the piston–axis–connecting rod	133
small end link for a Formula 1 engine	142
3.5. Bibliography	158
3.3. Dibliography	1.00
CHAPTER 4. THE ENGINE BLOCK–CRANK SHAFT LINK	161
4.1. Geometrical and mechanical particularities	
of the engine block – crank shaft link	161
4.2. Lubricant supply	162
4.3. Calculus of an isolated crank shaft bearing	163
4.4. Complete model of the engine block – crank shaft link	170
4.4.1. Model presentation	171
4.4.2. Expression of the elastic deformations	173
4.4.3. Expression of the film thickness	175
4.4.4. Equation system	175
4.4.5. Resolution method	178
4.4.6. Examples	180
4.5. Bibliography	196
CHAPTER 5. INFLUENCE OF INPUT PARAMETERS	
AND OPTIMIZATION	197
5.1. Design of experiments method	197
5.2. Identification of the input parameters: example	201
5.3. Multiobjective optimization.	202
5.4. Optimization of a connecting rod big end	202
bearing: example	204
5.4.1. Viscosity factors.	208
5.4.2. Radial clearance factor	209
5.4.3. Radial shape defect	209
5.4.4. Axial shape defect.	210
5.4.5 Shell hore relief factors	210

5.4.6. Supply pressu	re and temperature	. 21
5.4.7. Power loss.		. 21
5.4.8. Contact press	ure velocity factor	. 21
5.4.9. Severity crite	ion based on the minimum	
film thickness		. 21
5.4.10, Leakage.,	. N.E. P.E. P.E. E.E.E.E.E.E.E.E.E.E.E.E.E.	. 21
5.4.11. Global funct	ioning temperature	. 21
5.4.12. Bearing opti	mization method	. 21
5.5. Bibliography		. 22
INDEX		22

Kinematics and Dynamics of Crank Shaft– Connecting Rod–Piston Linkage

In an internal combustion engine, the combination of mechanical parts, which allows the force exerted by the combustion of gas to be transformed into rotational movement resulting in vehicle wheel rotation, is referred to as "the moving part". This includes pistons, piston pins, connecting rod bearings, connecting rods and the crank shaft. The small elements related to sealing or assembling the piston and lock rings for piston pin positioning are not discussed. Because of their low mass, these connecting elements barely influence the forces created by the moving part. The connecting rod consists of a set of assembled solid objects: connecting rod beam, cap, bearings, screws, washers and possibly nuts. It will be assumed that there is no movement between these various elements of the connecting rod.

The aim of this chapter is to determine the kinematic relationships between elements of the moving part and forces involved in the junctions. Although these elements are made up of elastic materials and are thus capable of deformation under the effect of force transmission, in this chapter they will be considered non-deformable.

The junctions between the elements of the moving part are generally made with sliding bearings. These require a lubricant film layer in order to function well. The extra hundredths of a millimeter occupied by the layer contribute to the general junction mobility and additional mobility of very small amplitudes. This notable extra mobility significantly complicates the kinematic model of the moving part.

A study on dynamics using a complete kinematic model requires knowledge of junction static and dynamic properties, e.g. all the coefficients of stiffness and damping matrices of each link, the dimensions of each matrix is equal to the degrees of freedom. The developments and examples presented in other chapters of this

book show that the elastohydrodynamic behaviors of lubricated bearings in nonstationary conditions are such that they make it impossible to construct a dynamic model where the bearings would be represented by stiffness and damping matrices known in advance. Once again, the purpose of this chapter is to give the necessary background needed for junction forces calculations. A kinematic and dynamic model where the junctions are reduced to their core mobility is sufficient for acquiring results with the desired precision. In section 1.3, a model is developed that takes into account the extra mobility added by the significant deformability of the connecting rod bearing.

1.1. Kinematic model of crank shaft-connecting rod-piston linkage

1.1.1. Model description

The moving part examined is assumed to be those of a single-cylinder engine made up of five non-deformable bodies numbered from 0 to 4 as follows:

- 0: engine block;
- − 1: the crank shaft with the center of rotation O and the center of mass G₁;
- 2: the connecting rod AB with the center of mass G₂;
- -3: the element coupling the connecting rod and the piston;
- -4: the piston.

The mechanism plan consists of a closed kinematic chain located in a Cartesian plane $O(x_0, y_0)$. Only the basic mobility of the junctions between these solid bodies will be considered as follows:

- $-L_{01}$: pivoting link between the engine block and the crank shaft with the center O and axis O \mathbf{z}_0 ;
- $-L_{12}$: pivoting link between the crank shaft and the connecting rod with the center A and axis A \mathbf{z}_0 ;
- $-L_{23}$: sliding pivoting link between the connecting rod and the axis with the center B and axis B \mathbf{z}_0 ;
- $-L_{34}$: pivoting link between the piston pin and the piston with the center B and axis B \mathbf{z}_0 ;

 $-L_{04}$: annular linear link¹ between the engine block and the piston with the center O and axis D \mathbf{x}_0 .

Figure 1.1 shows the kinematic diagram of this model. In this figure, we can see the basis and the parameters used. To simplify notation, the basis vectors use the same notations as the frame axis. For example, the frame \Re_0 of the engine block has O as the point of origin and axis $O\mathbf{x}_0$, $O\mathbf{y}_0$ and $O\mathbf{z}_0$. The base of this frame consists of orthonormal vectors \mathbf{x}_0 , \mathbf{y}_0 and \mathbf{z}_0 . Because of this similarity, the vector notation is not shown in the figure.

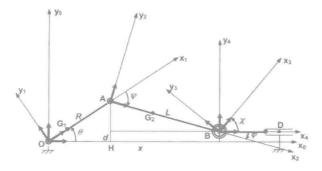


Figure 1.1. Kinematic model

The reference frames and basis are defined as follows:

- $-\Re_0 \equiv \{O, \mathbf{x}_0, \mathbf{y}_0, \mathbf{z}_0\}$: engine block frame;
- $-\Re_1 \equiv \{O, x_1, y_1, z_0\}$: crank shaft frame;
- $-\Re_2 \equiv \{A, \mathbf{x}_2, \mathbf{y}_2, \mathbf{z}_0\}$: connecting rod frame;
- $-\Re_3 \equiv \{B, \mathbf{x}_3, \mathbf{y}_3, \mathbf{z}_0\}$: small end shaft frame;
- $-\Re_4 \equiv \{B, x_4, y_4, z_0\} \equiv \{B, x_0, y_0, z_0\}$: piston frame;
- $-B_i = \{x_i, y_i, z_0\}$: basis of the frame \Re_i .

The geometrical values used are as follows:

- R: the radius of the crank shaft;
- -a: distance from center O to the crank shaft's center of mass G_2 ;
- L: connecting rod length;
- $-k = AG_2/L$: position relative to point G_2 of the connecting rod;

¹ This choice is necessary for achieving a non-hyperstatic assembly.

- -d: default alignment between the cylinder axis and the center of the crank shaft. The parameters used are as follows:
- $-\theta$ crank shaft angle $(\mathbf{x}_0, \mathbf{x}_1)$ relative to the engine block;
- $-\psi$: connecting rod angle (x_1,x_2) with respect to the crank shaft;
- $-\varphi$: connecting rod angle $(\mathbf{x}_0,\mathbf{x}_2)$ with respect to the engine block;
- $-\chi$: connecting rod small end axis angle (x_0,x_3) with respect to the engine block;
- -x: piston pin position with respect to the center of the crank shaft.

Except for the angle χ of the piston axis that is independent, these parameters are geometrically interrelated to one another as follows:

$$HA = R\sin\theta = d - L\sin\varphi$$

$$x = R\cos\theta + L\cos\varphi$$

$$\varphi = \theta + \psi$$

Knowing that $\overline{R} = \frac{R}{L}$ and $\overline{d} = \frac{d}{L}$, the following equations can be derived:

$$\sin \varphi = \overline{d} - \overline{R} \sin \theta \tag{1.1}$$

$$\cos \varphi = \sqrt{1 - (\overline{d} - \overline{R}\sin\theta)^2}$$
 [1.2]

$$\varphi = Arc\sin(\overline{d} - \overline{R}\sin\theta) \tag{1.3}$$

$$x = L\left(\frac{R}{L}\cos\theta + \cos\varphi\right) = L\left[\overline{R}\cos\theta + \sqrt{1 - \left(\overline{d} - \overline{R}\sin\theta\right)^2}\right]$$
 [1.4]

for which only the independent parameters θ and χ are absolutely necessary.