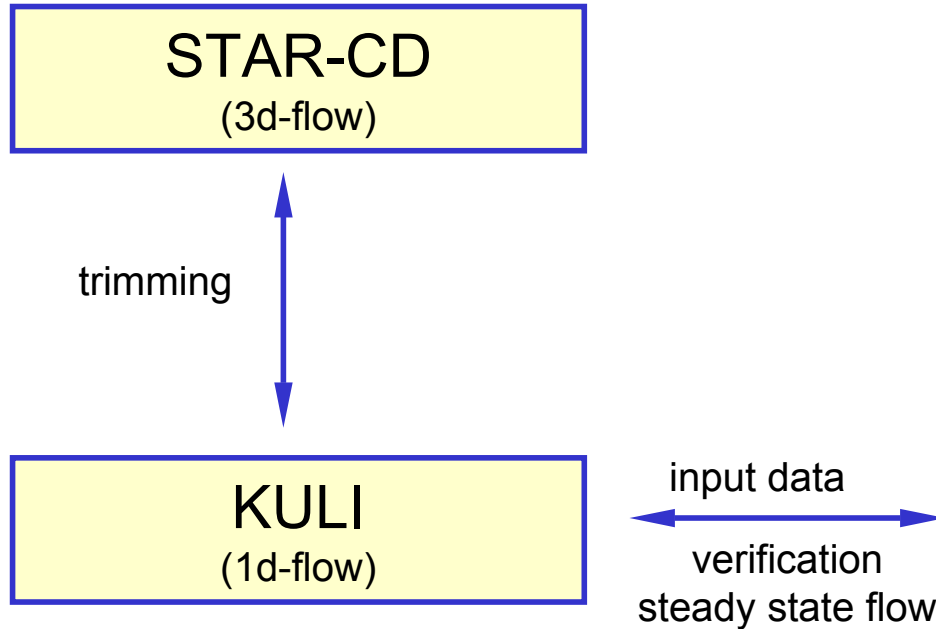


DAIMLERCHRYSLER

DaimlerChrysler Powersystems

**Thermal Management Simulation
to Optimize Fuel Efficiency of Commercial Trucks**

preprocessing:



analysis of fuel consumption:

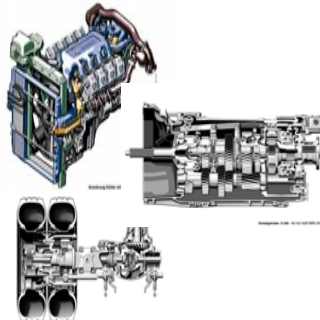
1d - simulation transient



Thermal Management
Fuel Efficiency



vehicle



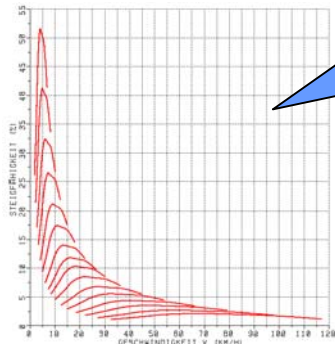
aggregate



route



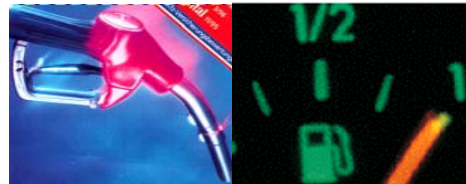
driver



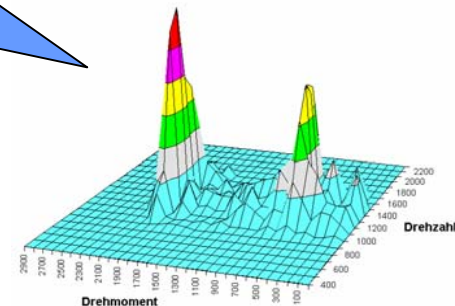
driving
performance



speed

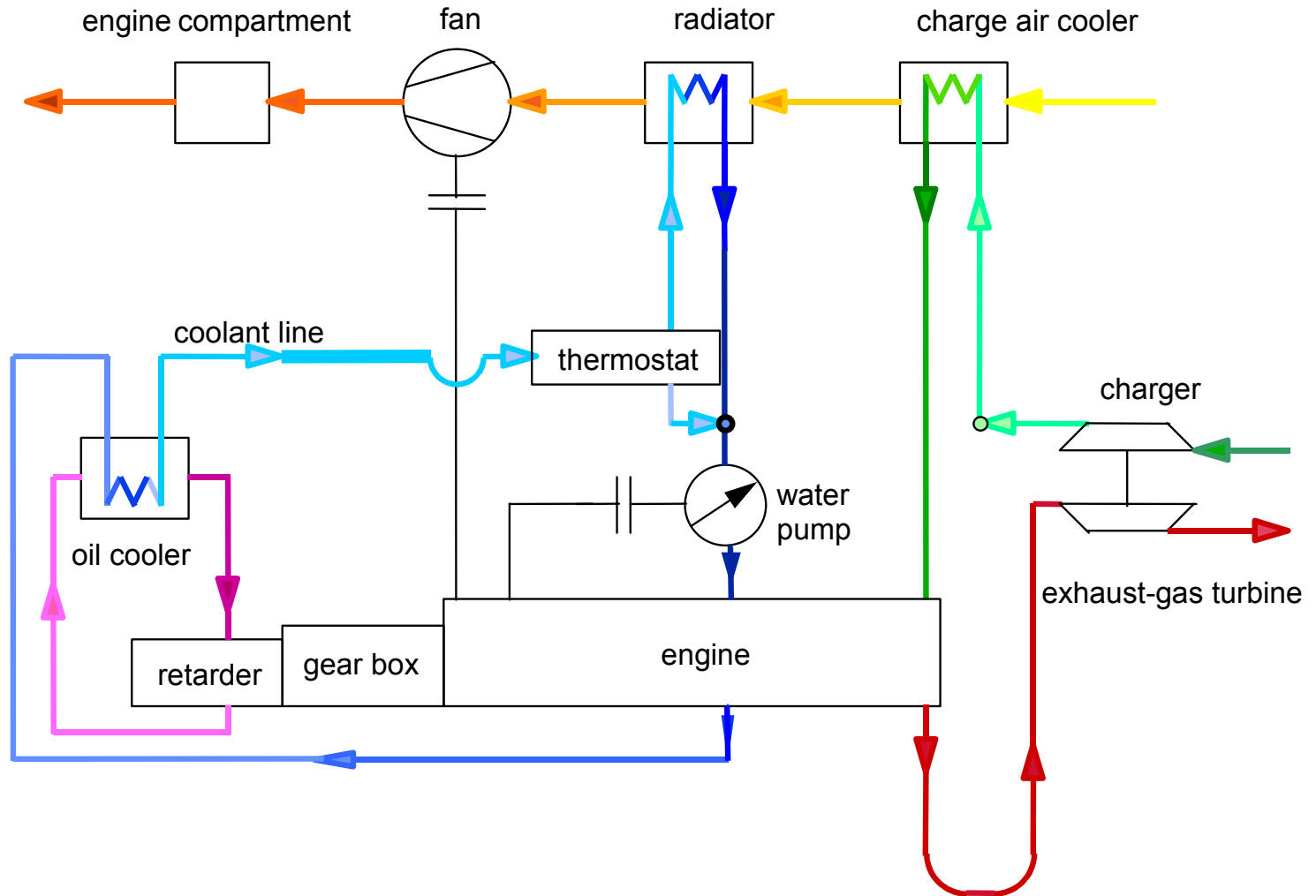


consumption



load population

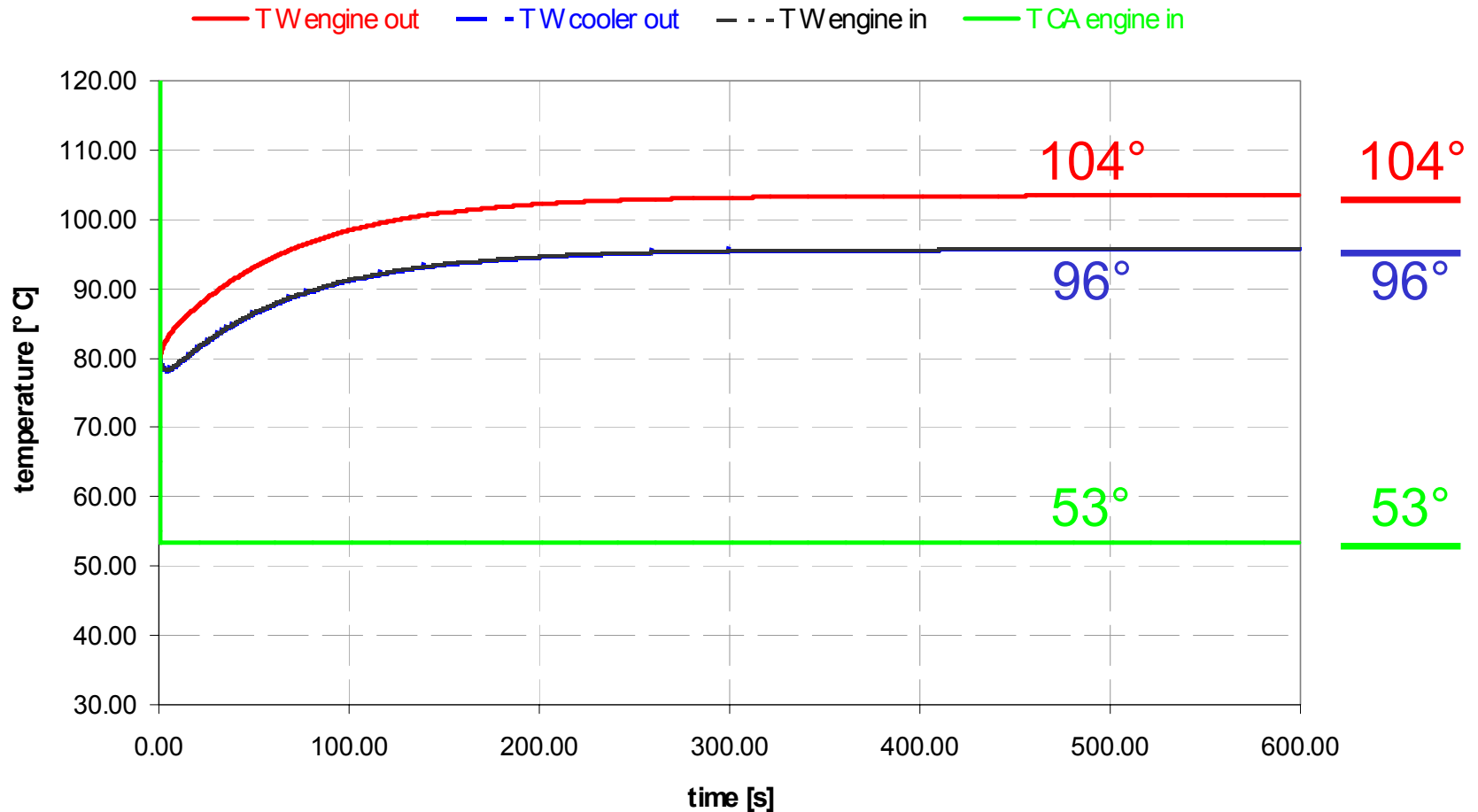
Transient Simulation LDYN Analysis of Fuel Consumption



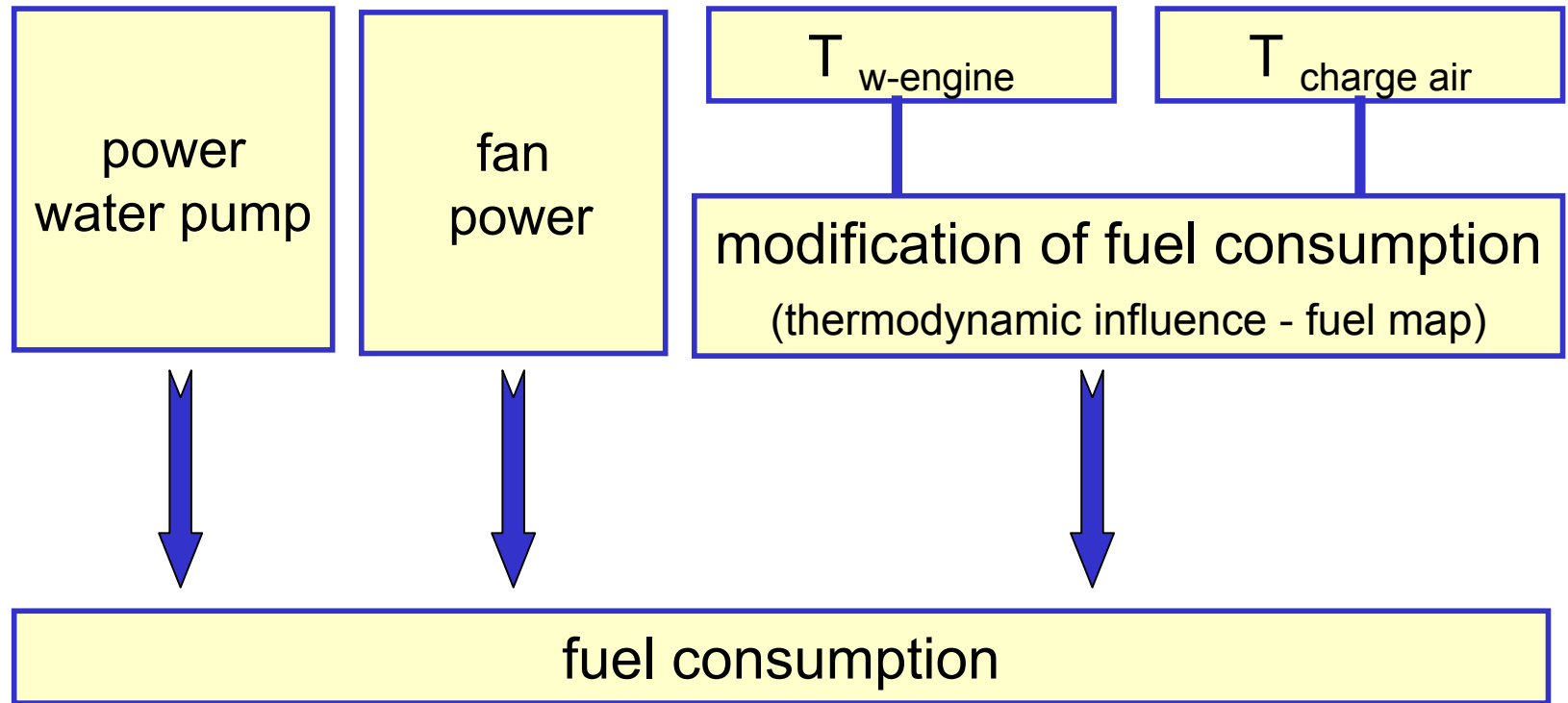
Simulation Cooling System LDYN Cycle Pattern

LDYN

KULI



Transient Simulation
Verification steady state flow



Analysis of Fuel Consumption Effects of the Cooling System

Input variables:

➤ thermostat

- variation of hysteresis loop - thermostat due to water temperature

➤ fan clutch

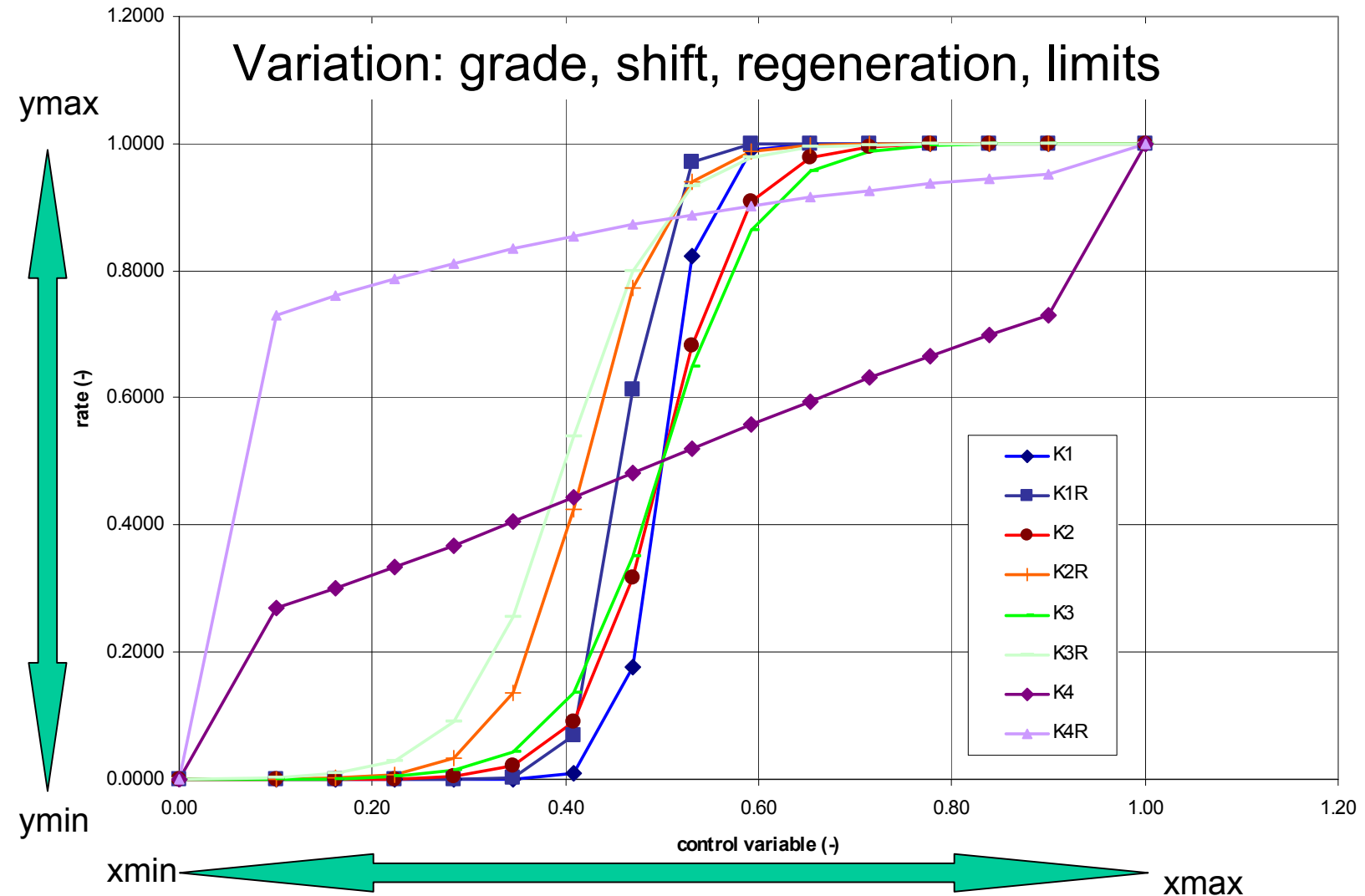
- variation of hysteresis loop - fan rpm due to water temperature
- variation of hysteresis loop - fan rpm due to charge air temperature

➤ water pump

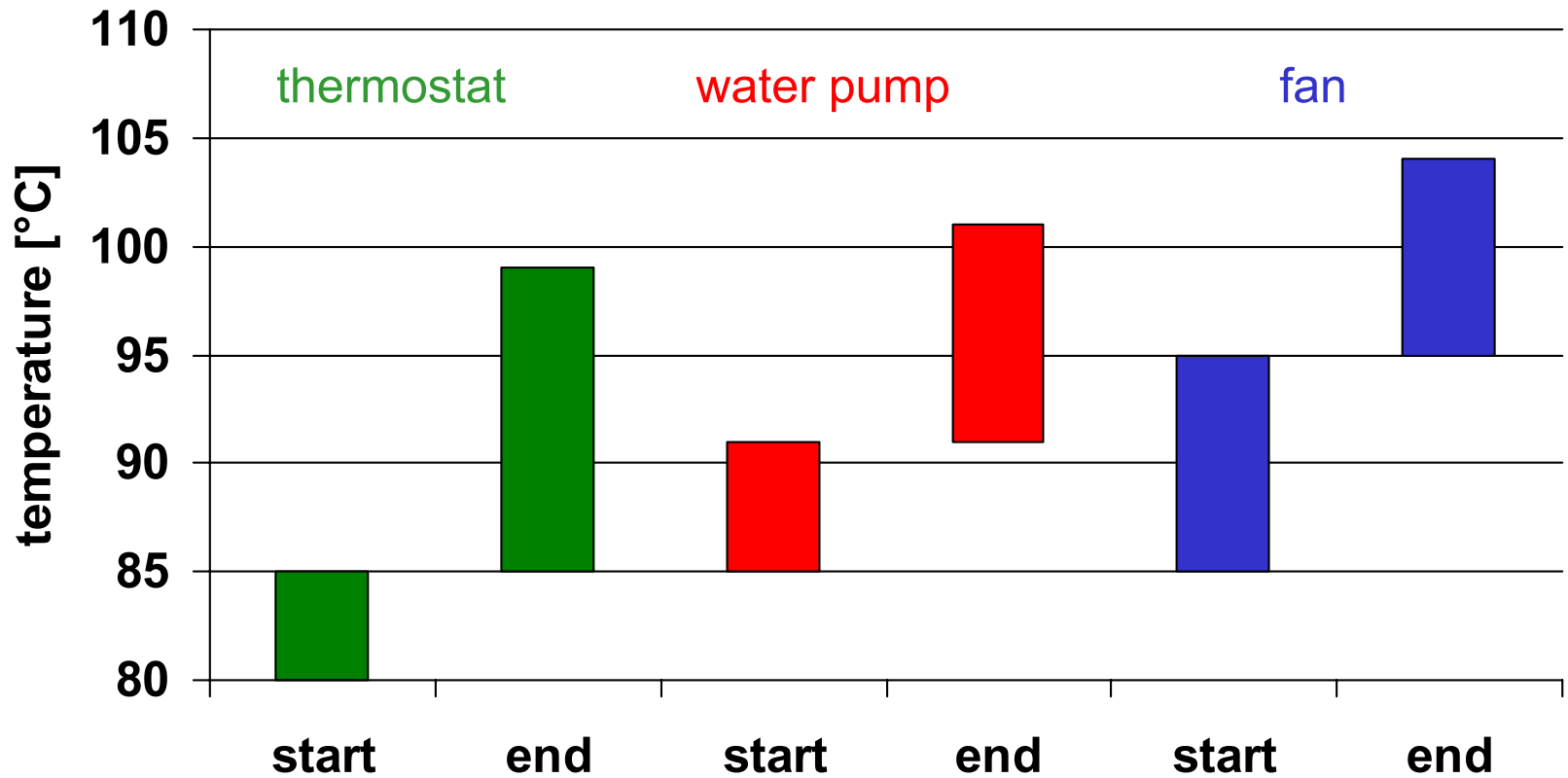
- variation of hysteresis loop - water pump due to water temperature

Thermal Management

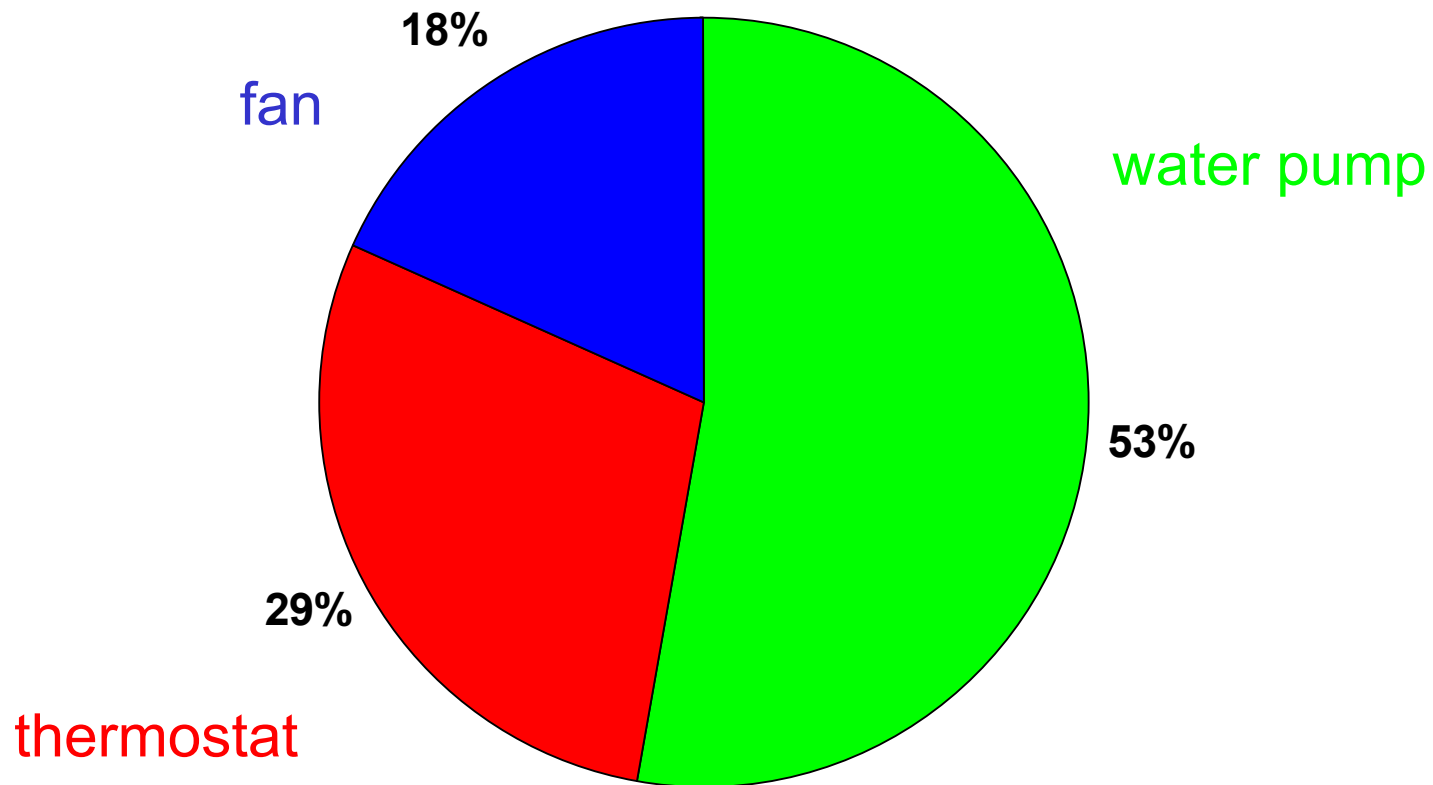
Variation of Input variables



Hysteresis Loops Variation
Total Variation

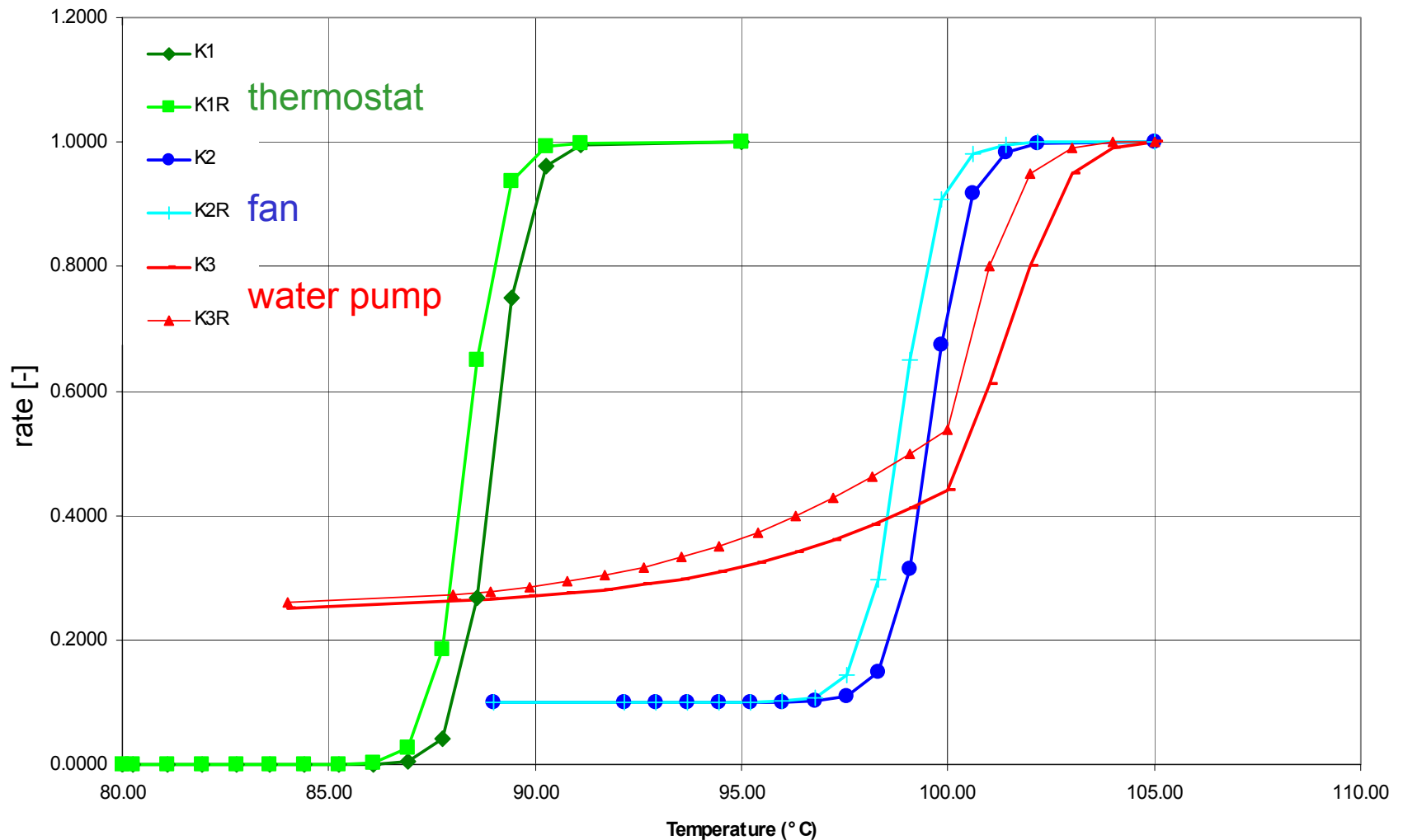


Thermal Management Range of Hysteresis Loops



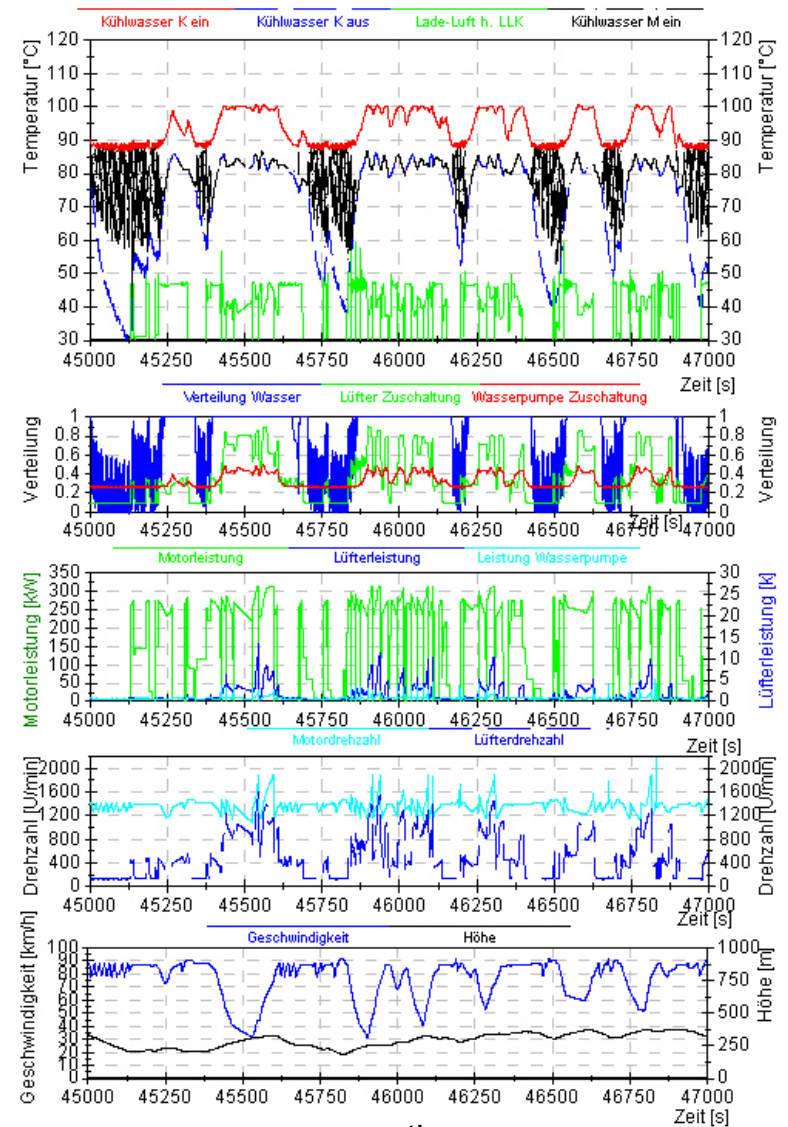
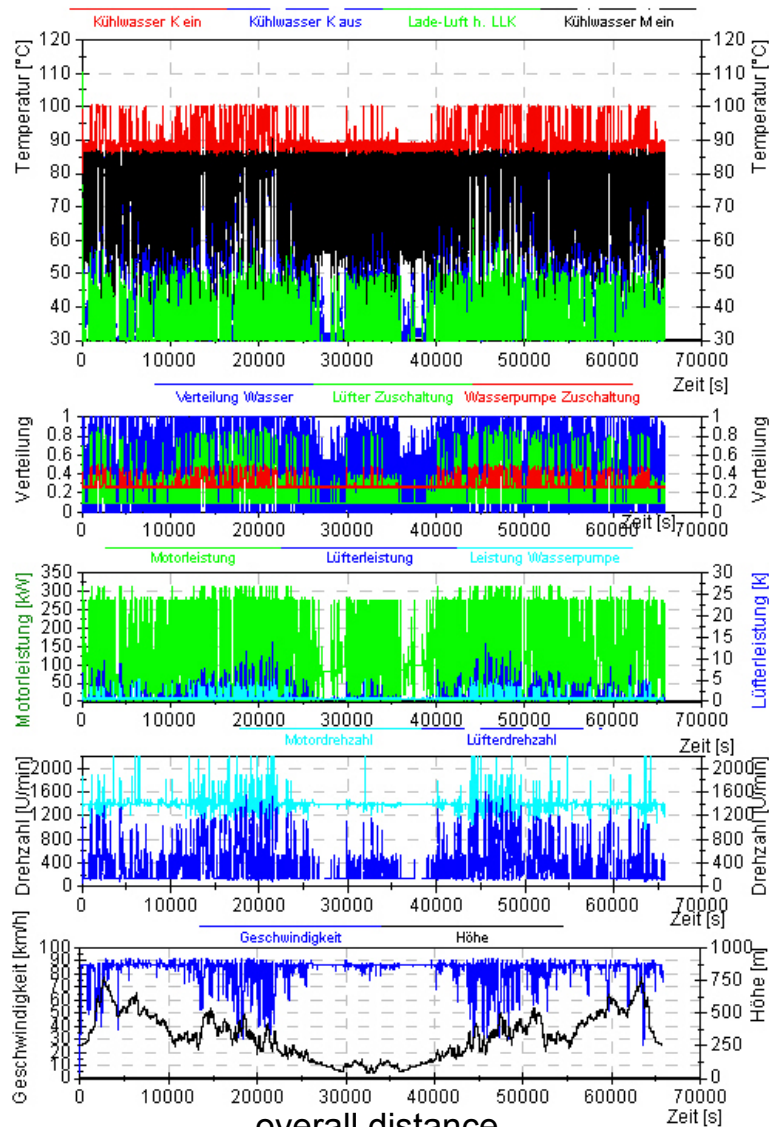
route 2, 25°C

Sensitivity
Fuel Consumption

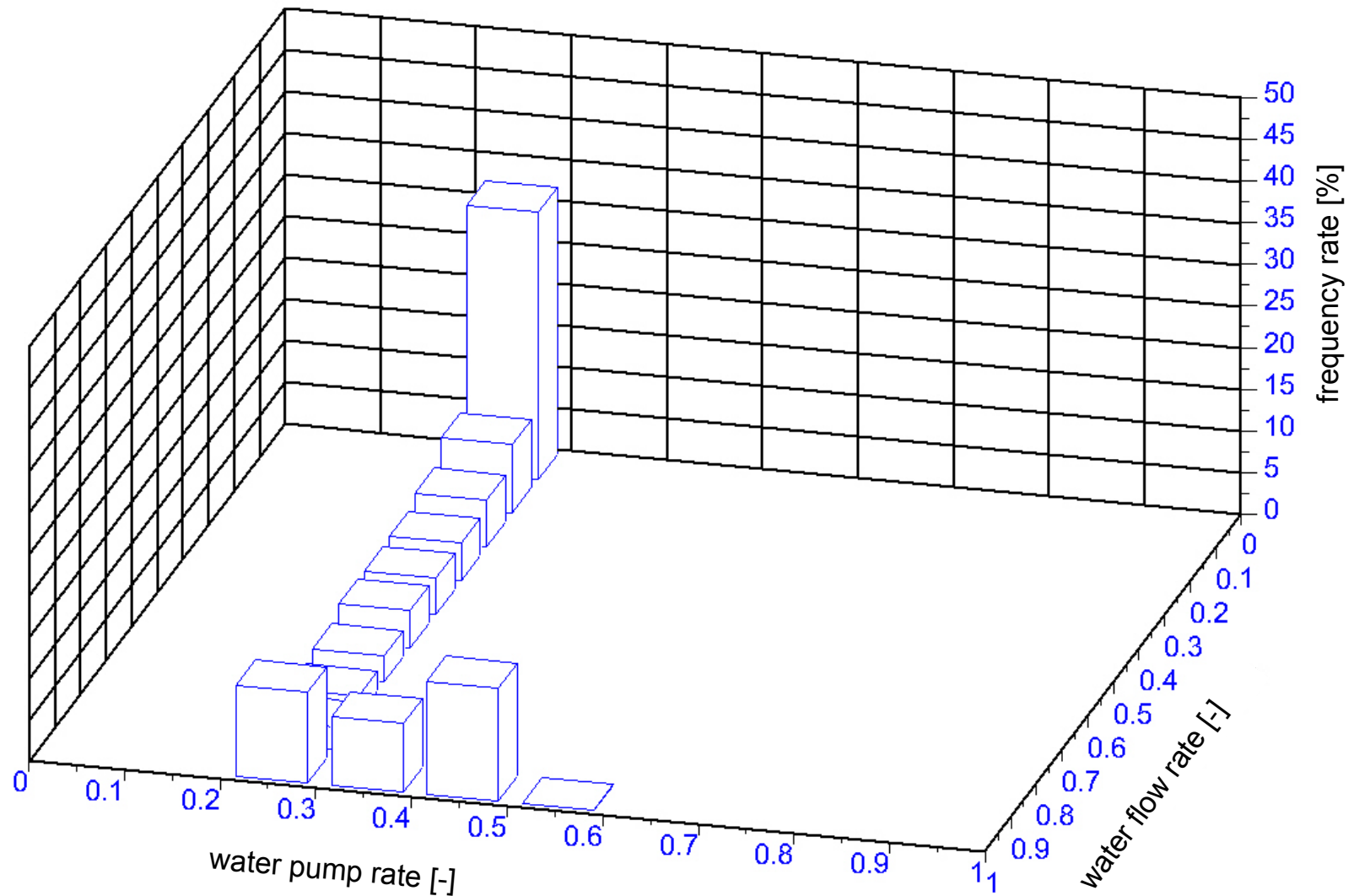


route 2, 25°C

Thermal Management Optimized Loops

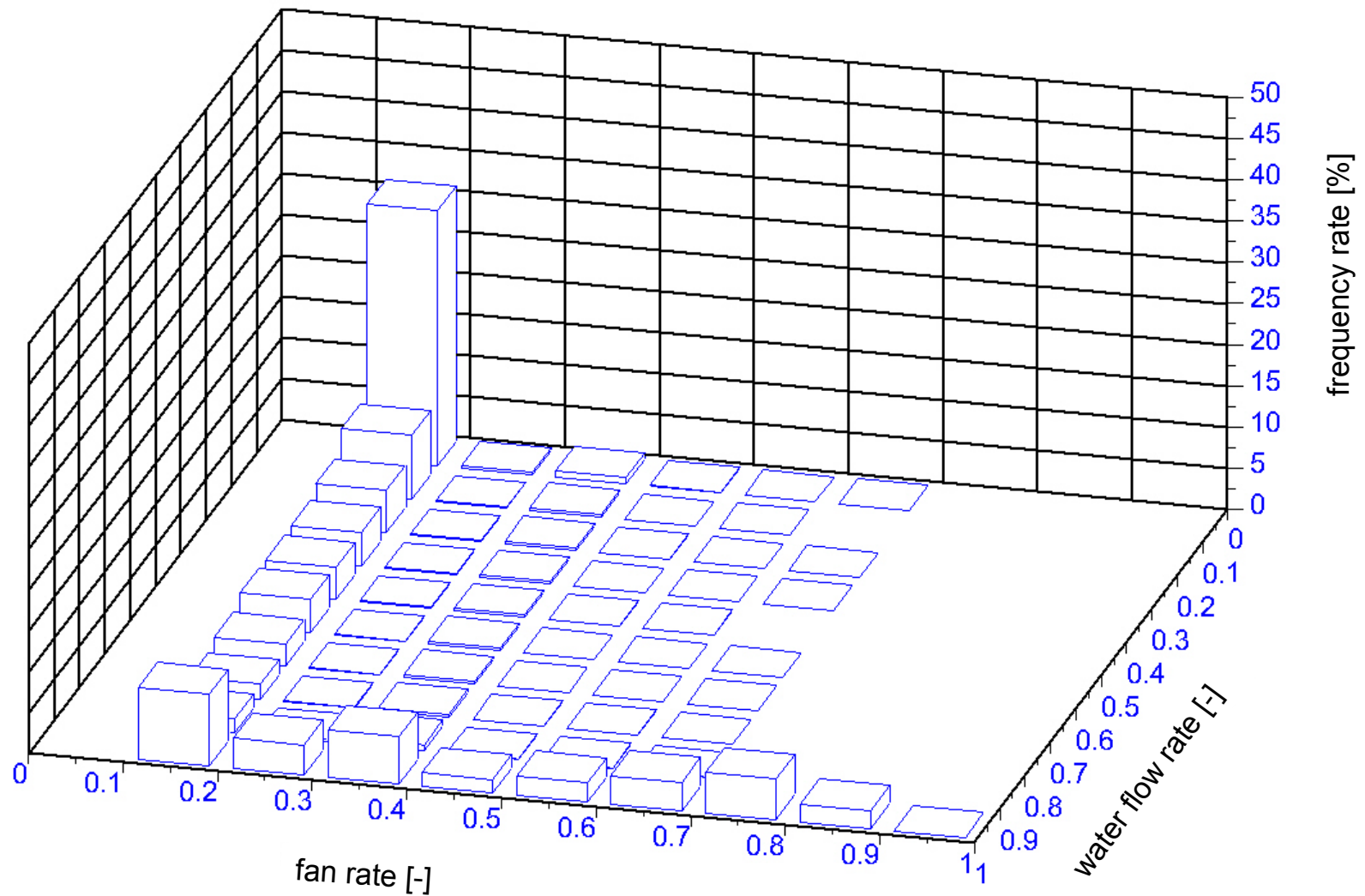


Transient Results Online Report



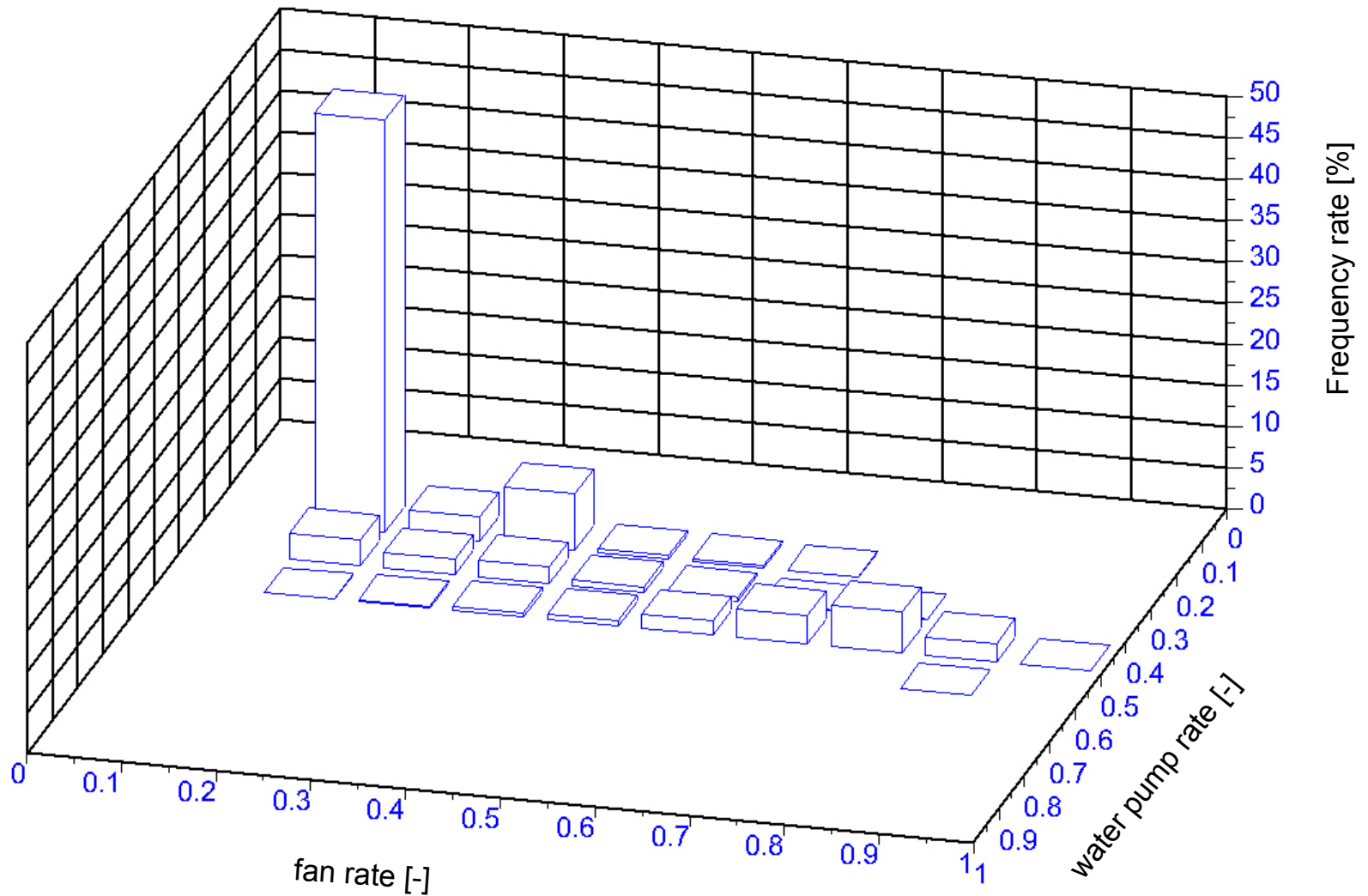
Evaluation Cooperation

Waterpump - Thermostat



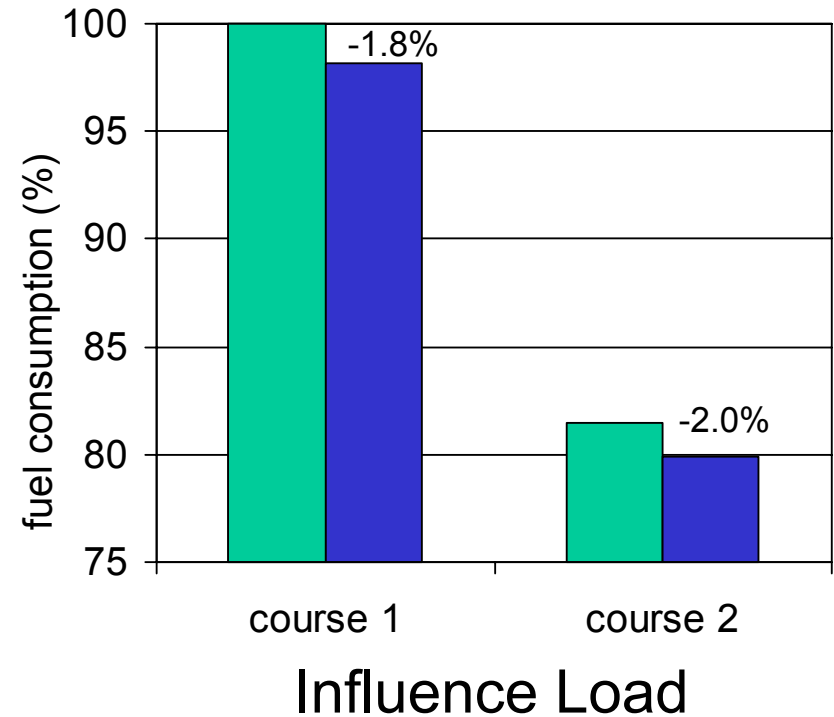
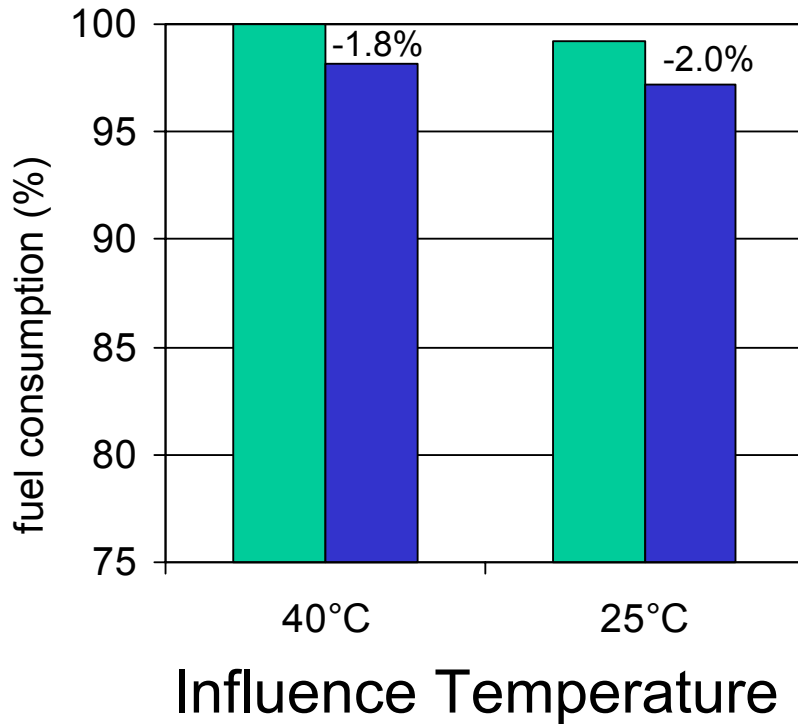
Evaluation Cooperation

Fan Clutch - Thermostat



Evaluation Cooperation

Fan Clutch - Water Pump

 without thermal management with thermal management

Thermal Management Fuel Efficiency

Summary:

- fuel saving up to 2 % compared to conventional cooling
- results dependent on: ambient temperature, route
- verification by measurements has to be done

Thermal Management Summary