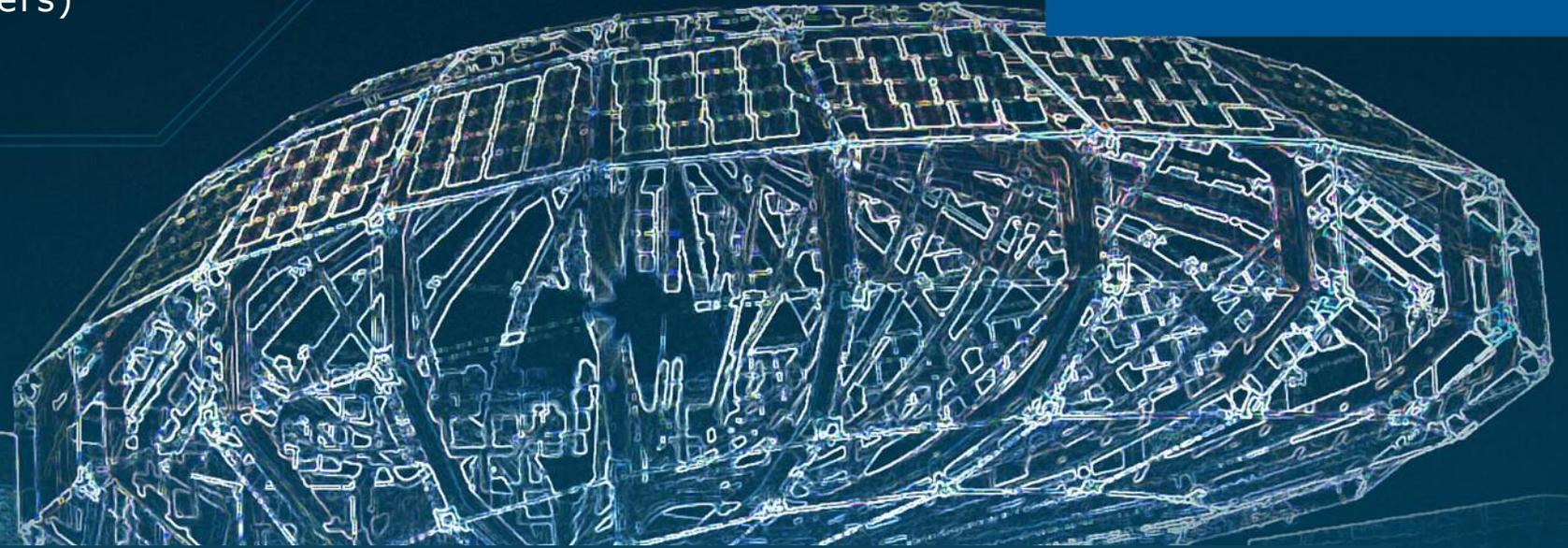


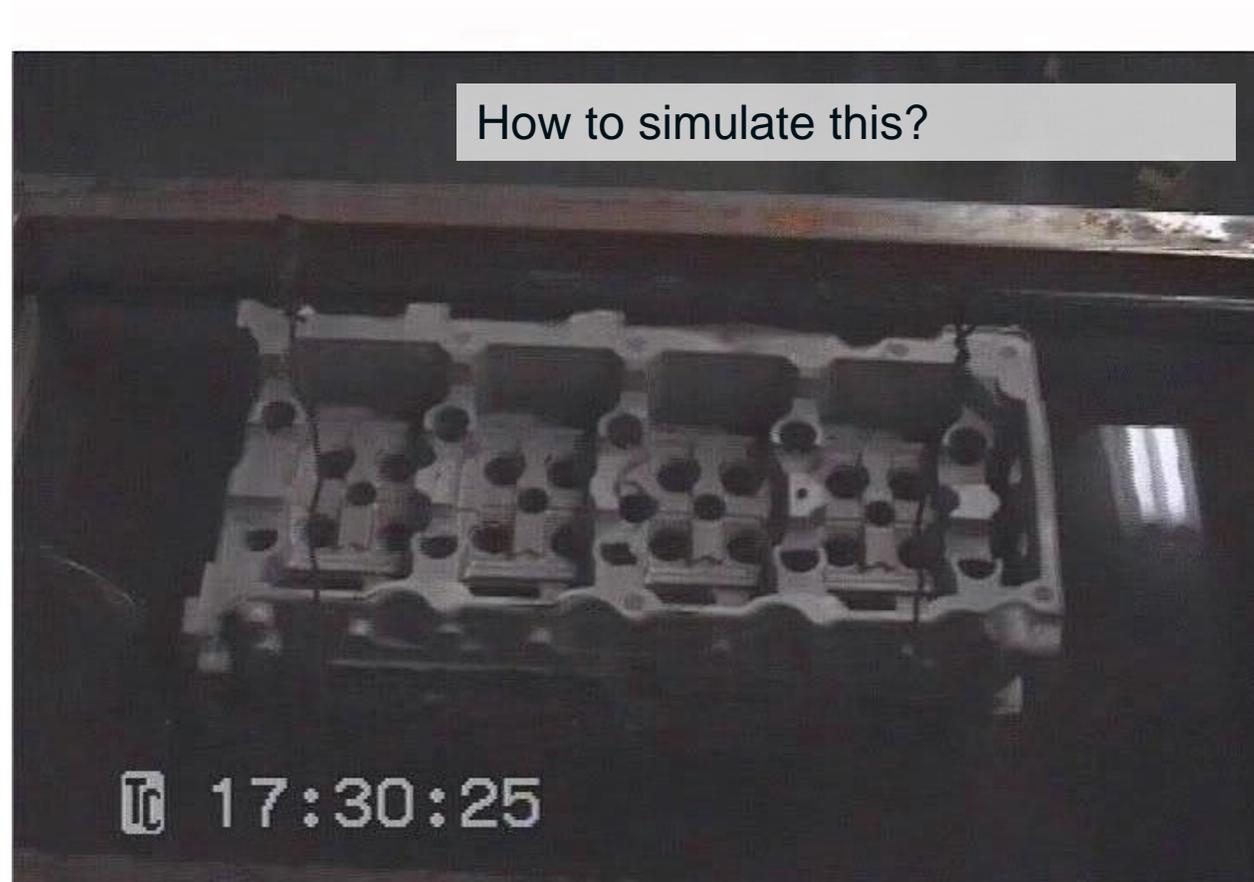
AVL List GmbH (Headquarters)



# Avoid distortion and residual stress - Introduction to quenching analysis

David Greif

# Quenching complexity



Capturing different boiling regimes is crucial.

# Why simulate quenching?



**Cracks** can appear at various locations on cylinder head structure

**Warpage** of large components is possible

Possible reasons:

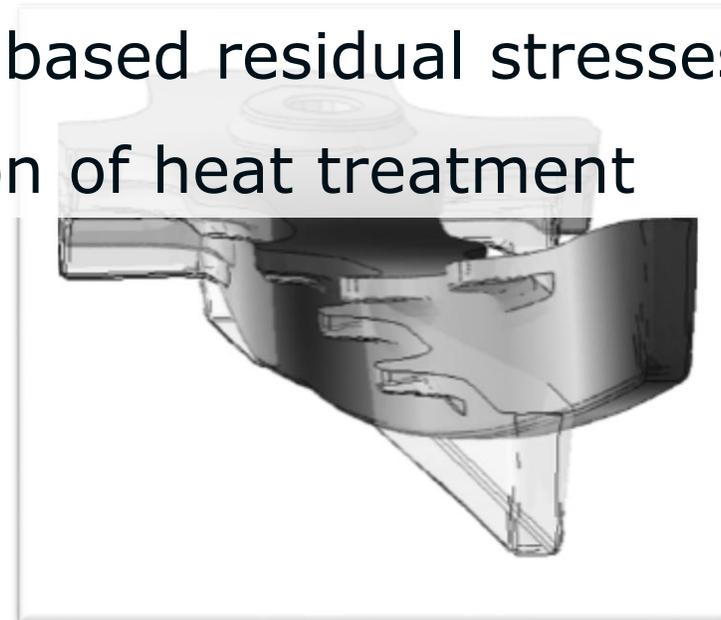
- high load
- quenching characteristics
- or residual stresses from thermal treatment following casting

## AVL's solution

- Simulation based residual stresses reduction
- Optimization of heat treatment

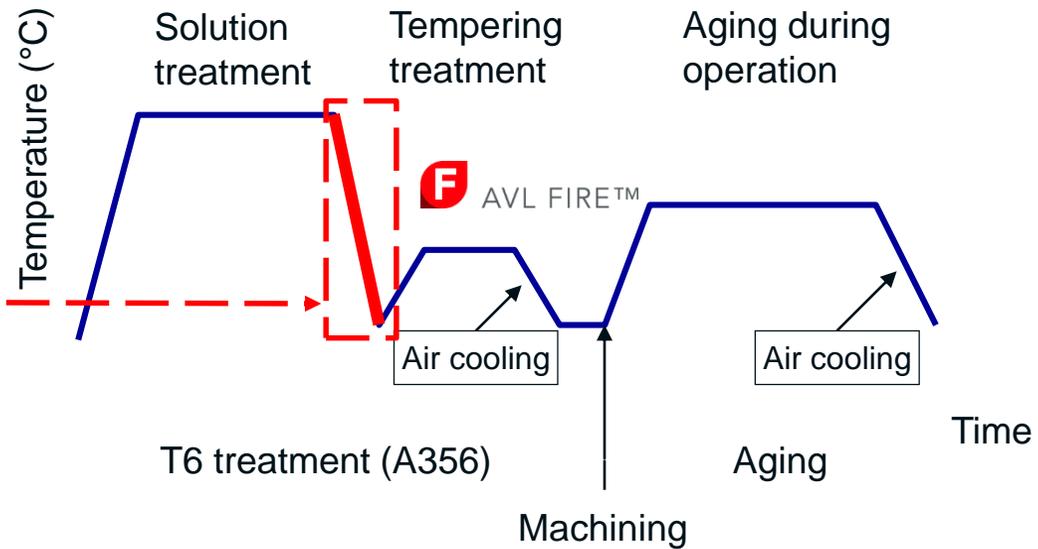


Structural failure in valve bridge area



# Heat treatment

- Casting or forging
- Cooling of parts
- Reheating to about 500°C
- **Quenching**
- Reheating to about 250°C
- Aging



# Quenching in AVL FIRE™

Proceedings of IMECE 2002, ASME International Mechanical Engineering Congress & Exposition  
November 17 - 22, 2002, New Orleans, Louisiana

First publication November, 2002

## NUMERICAL MODELING OF QUENCH COOLING USING EULERIAN TWO-FLUID METHOD

De Ming Wang<sup>1</sup>, Ales Alajbegovic

Advanced Simulation Technologies

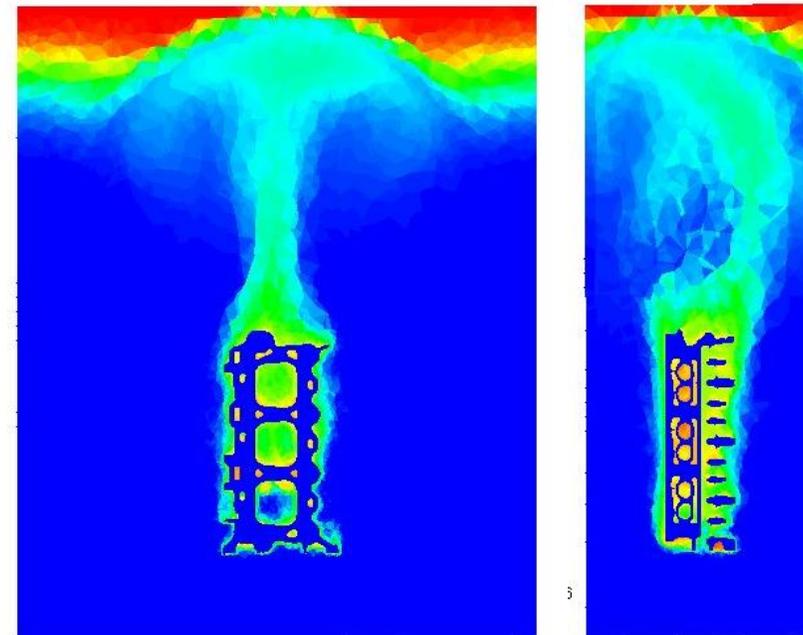
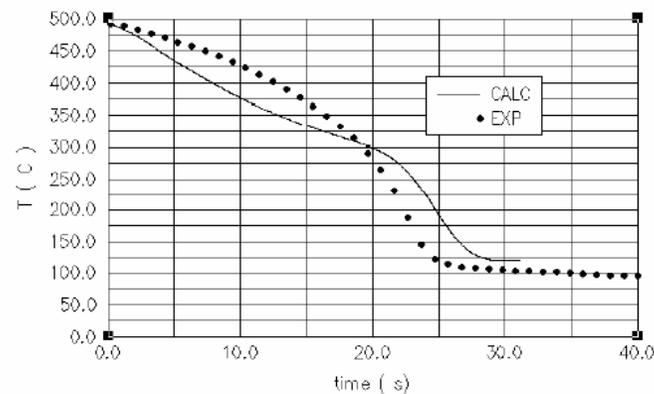
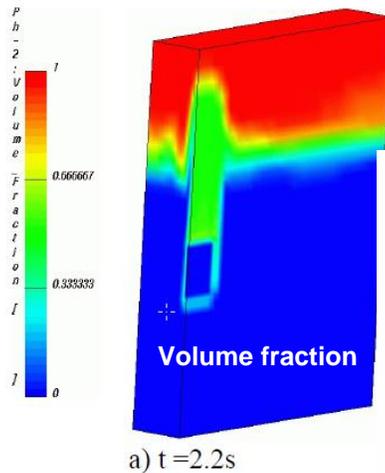
AVL Powertrain Engineering, Inc., 47519 Halyard Dr., Plymouth, MI 48170-2438, USA

E-mail: deming.wang@avlina.com

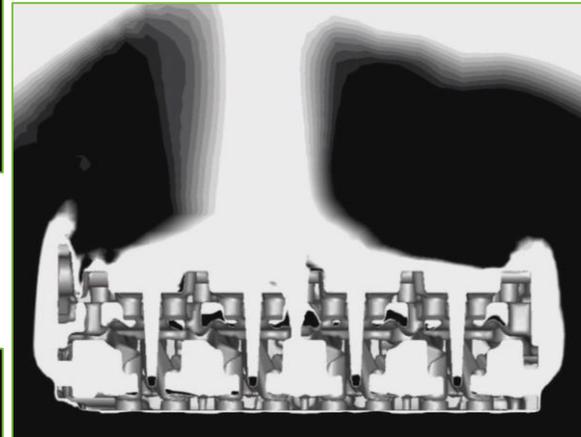
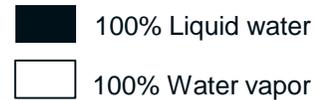
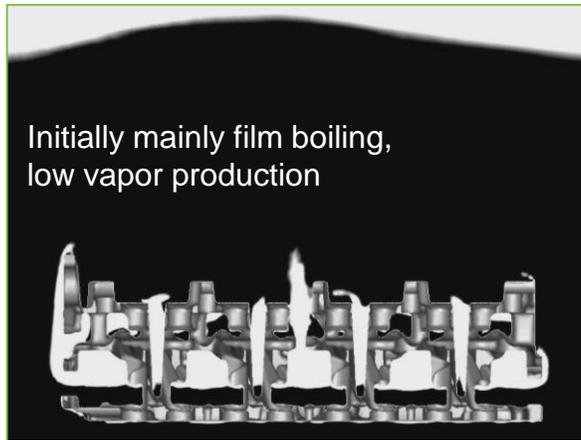
Xuming Su and James Jan

Ford Motor Company

2101 Village Rd, Dearborn, MI 48124



# Quenching



## Simulation of the quenching process

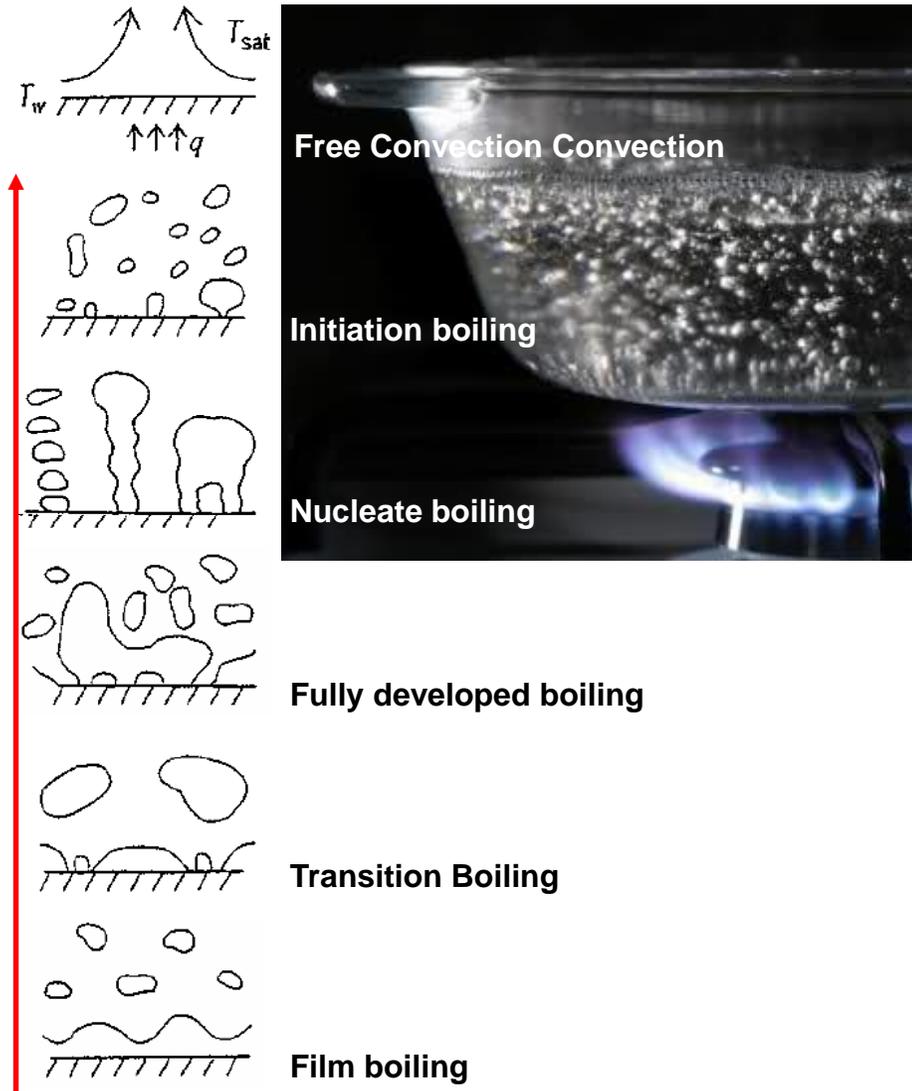
Simultaneous calculation of the transient temperature field in the solid material during the cool down process accounting for

- film boiling
- transition boiling
- nucleate boiling
- convective cooling

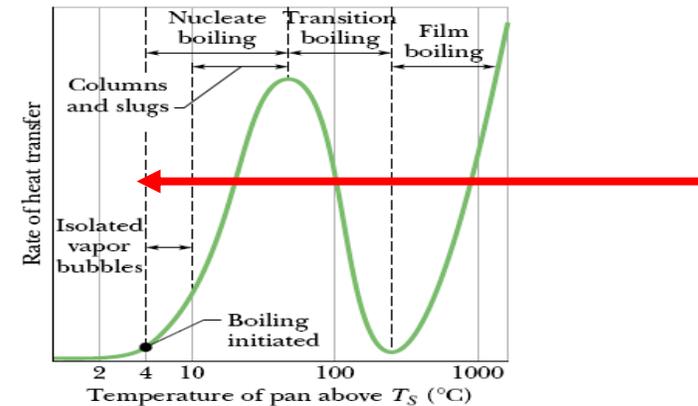
Providing the input / boundary conditions for FEA

Thermal treatment optimization (quenchant selection, coolant temperature, stacking, forced cooling etc.)

# Quenching simulation with CFD

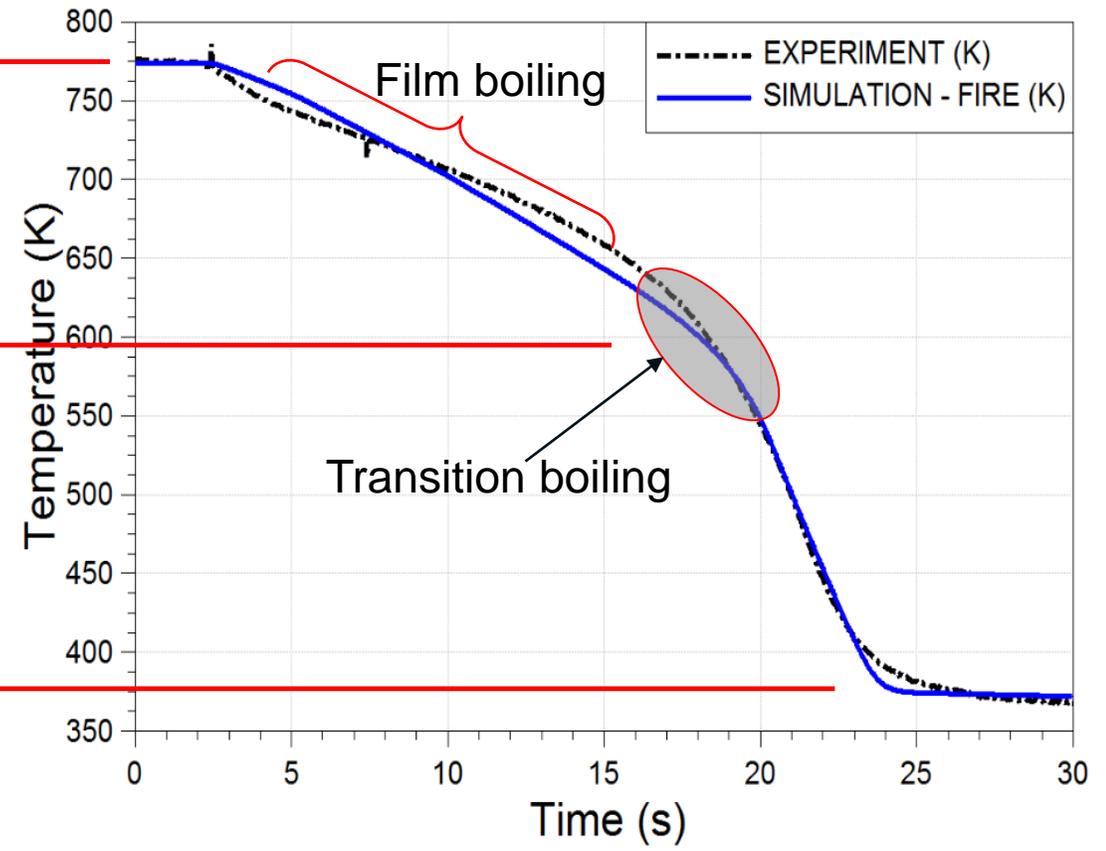
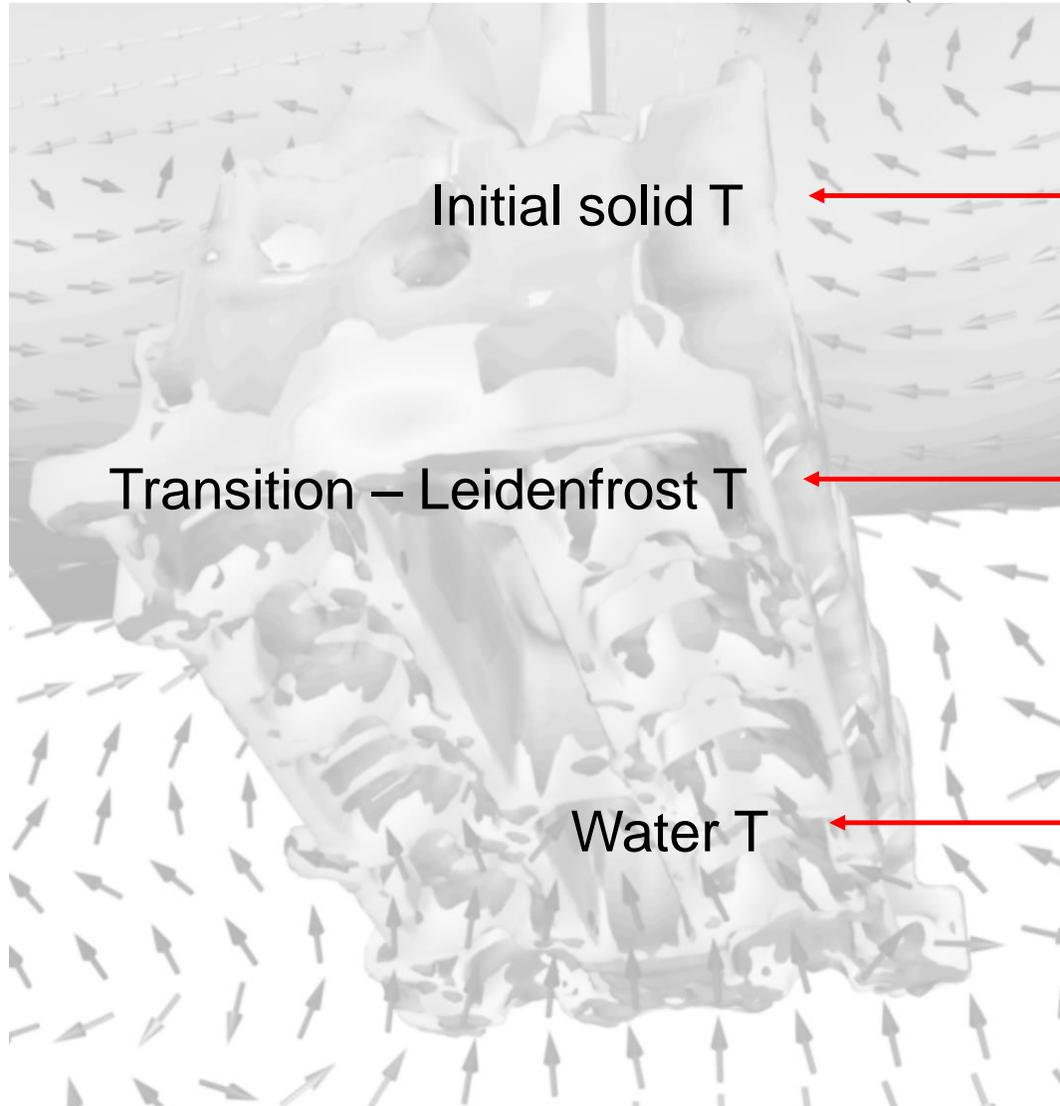


- Structure and liquid domains considered simultaneously
- The analysis covers heat transfer evaluation over the complete quenching process
- Different boiling regimes require different modelling strategies

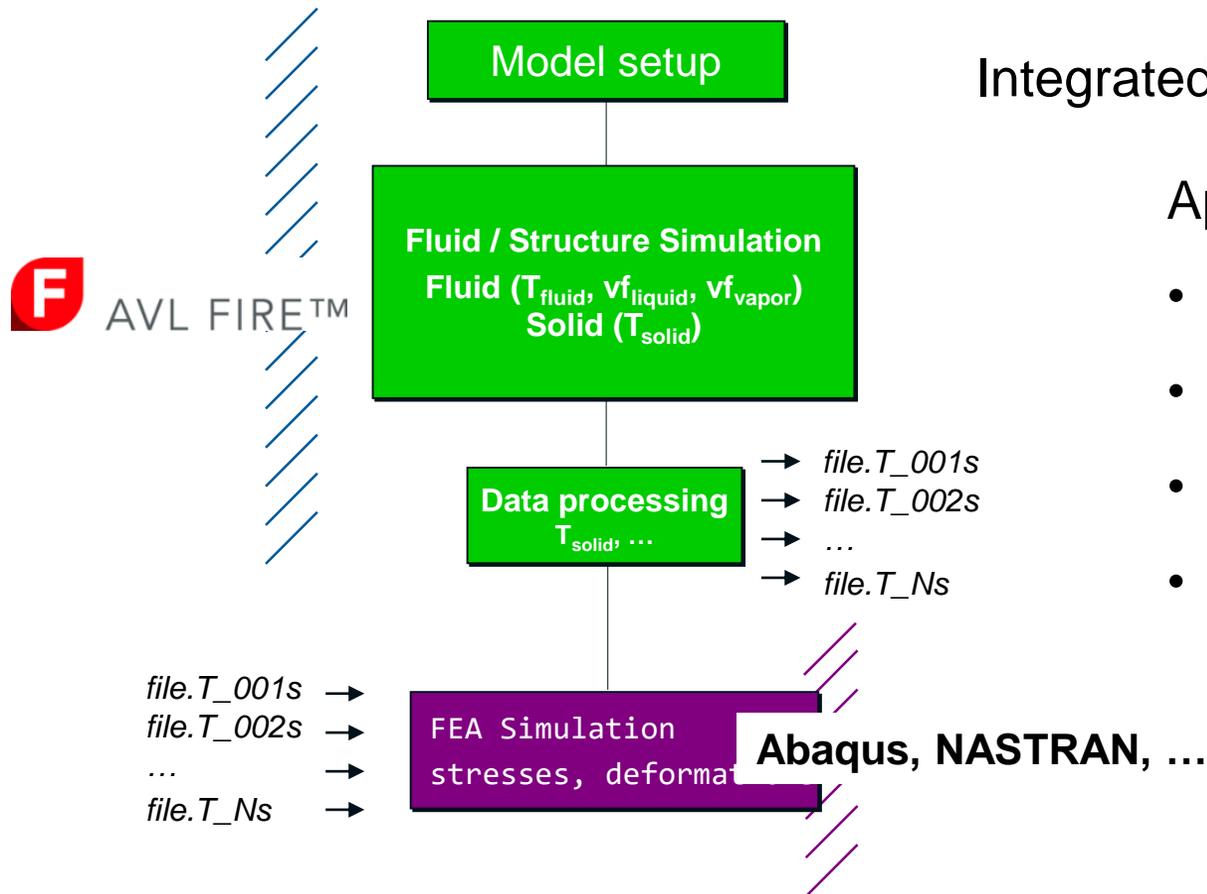


Jearl Walker, Cleveland State University:  
Boiling and the Leidenfrost effect

# Boiling regimes



# Workflow illustration (Aluminum)



## Integrated Fluid / Structure Simulation

Applicable to

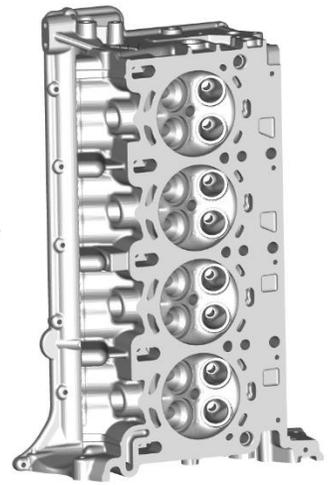
- Direct quenching in water, oil
- Spray quenching
- Air quenching
- ...

# Immersion quenching

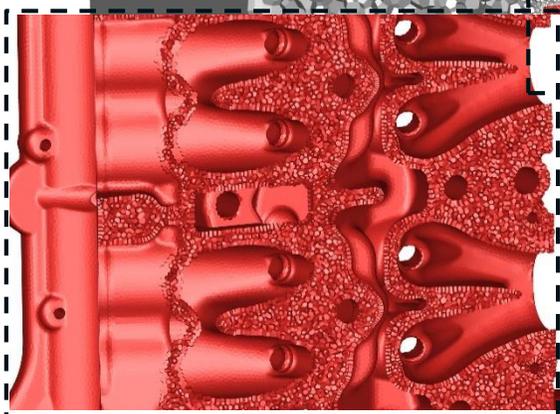
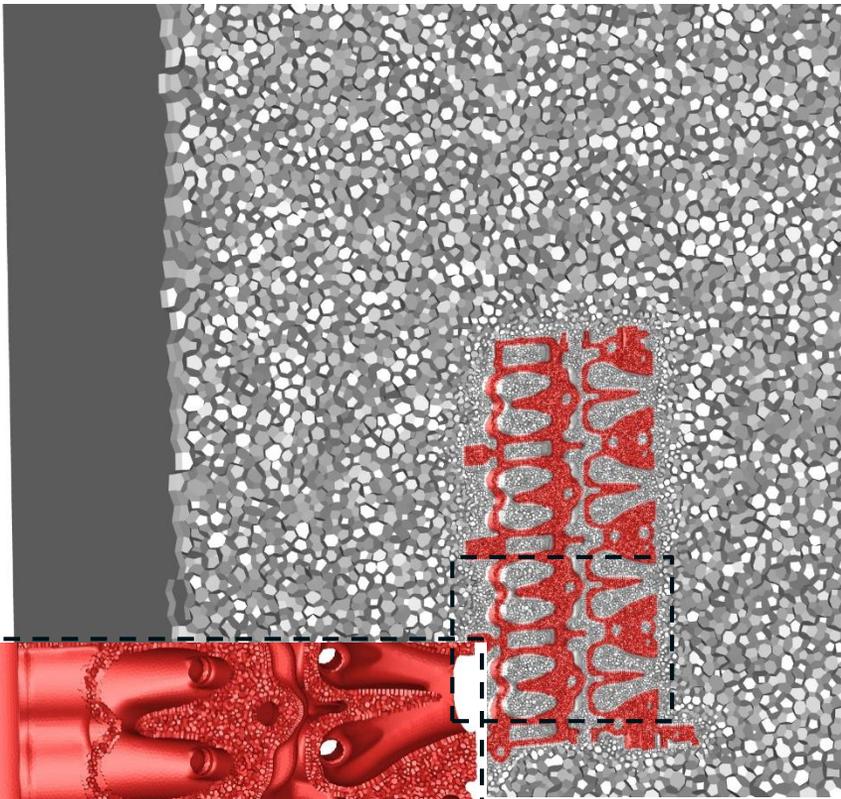
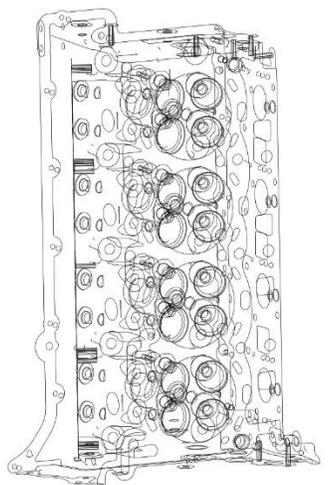
CAD

CFD mesh

Surface

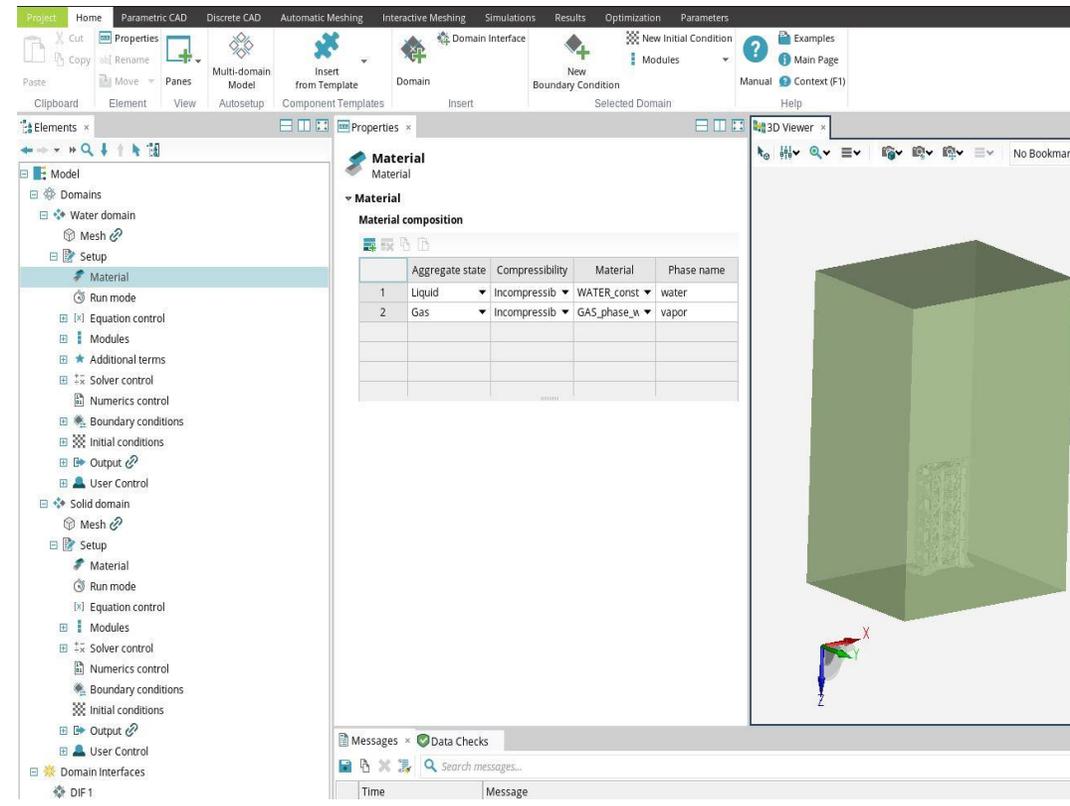


Edges



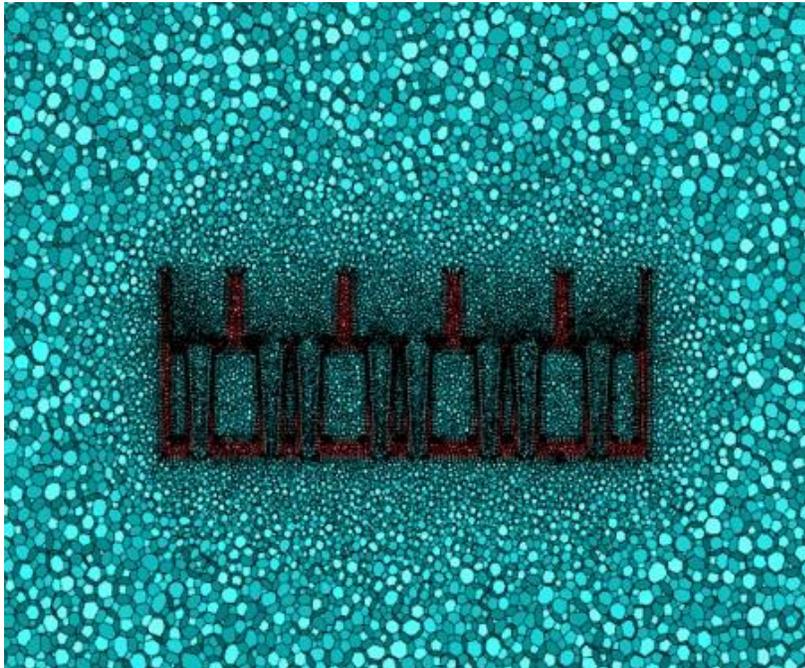
Zoom area

FIRE™ M modeling



# Immersion quenching

Now available in FIRE™ M



## Benefit from FAME™ Poly

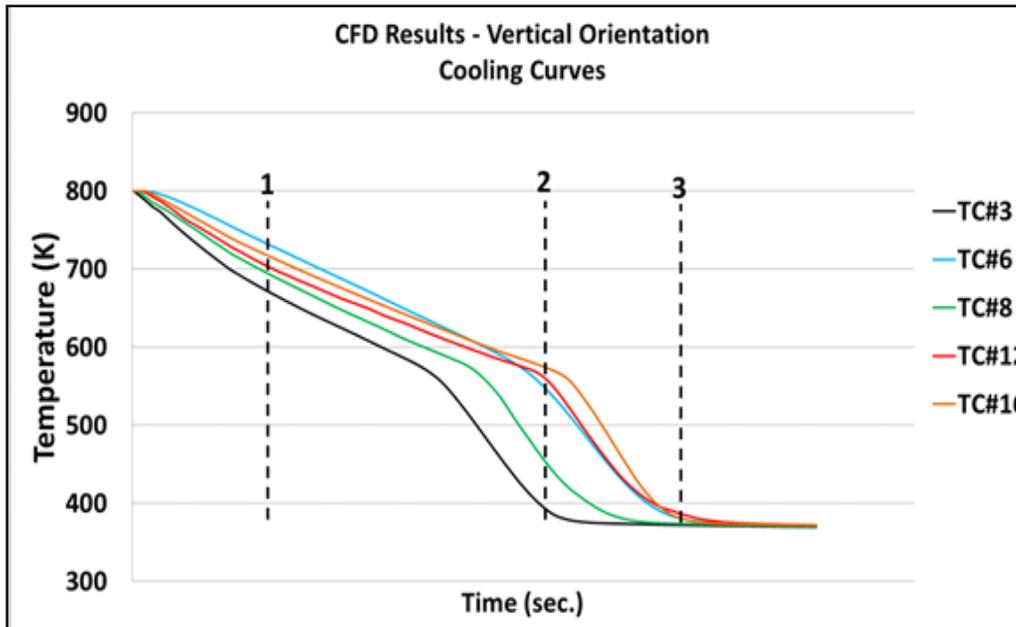
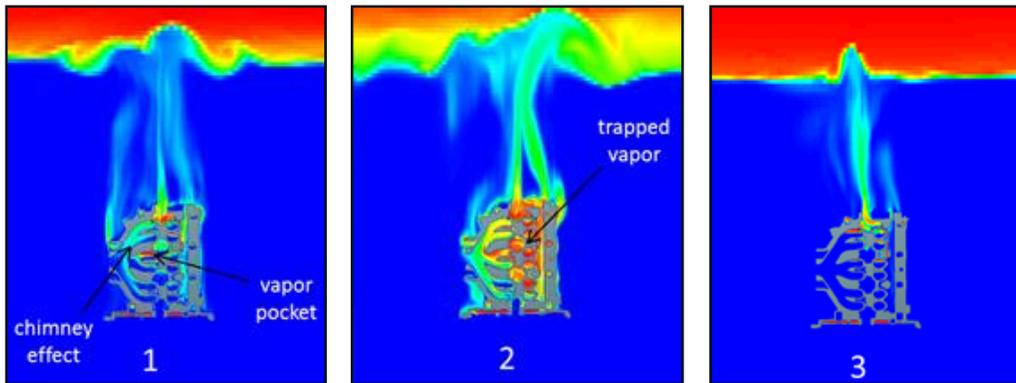
- single step polyhedral grid generation
- accurate, fast & reliable
- easy to use through new GUI

## Benefit from FIRE™ M Multi-domain solution

- fluid and solid domains in one model
- no co-simulation required

# Immersion quenching @FORD

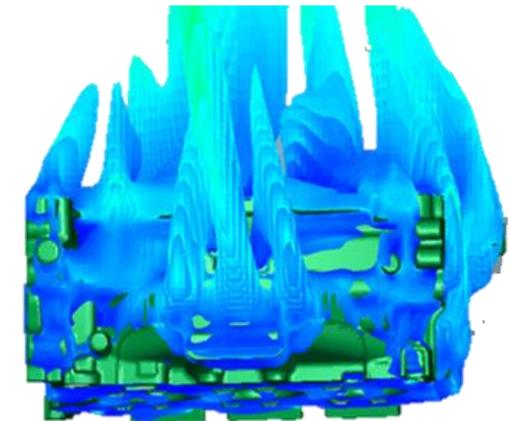
Engine cylinder head on different time frames



Measurement



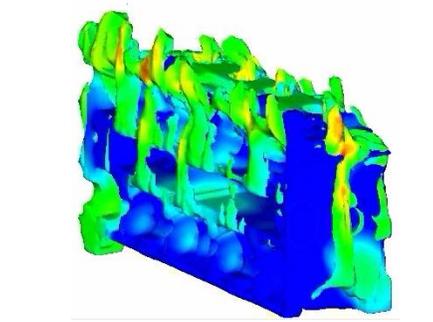
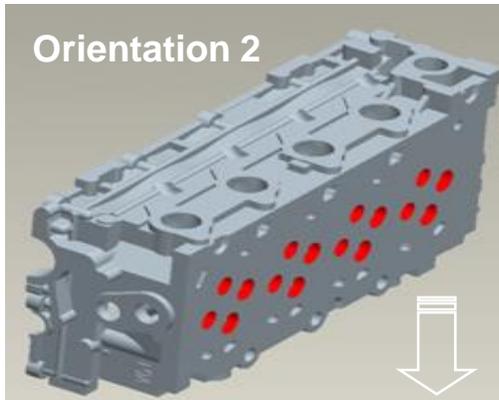
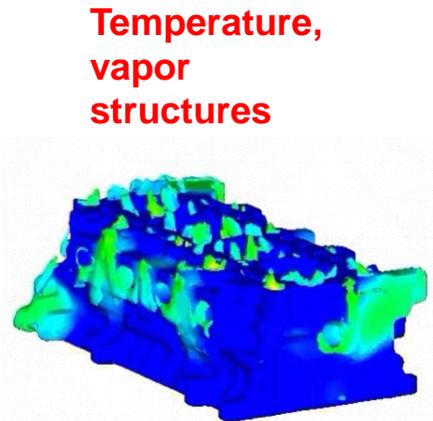
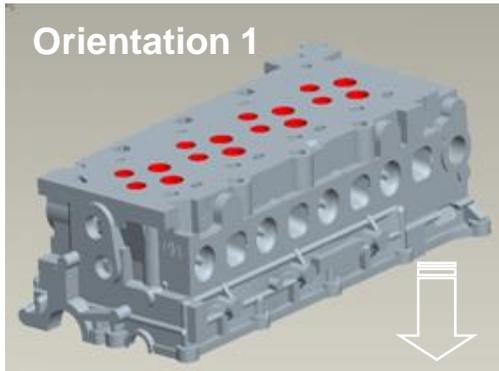
Simulation



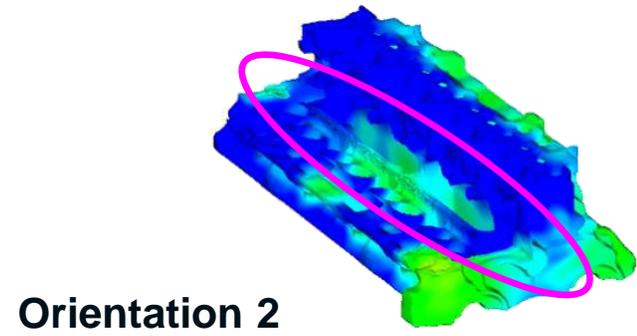
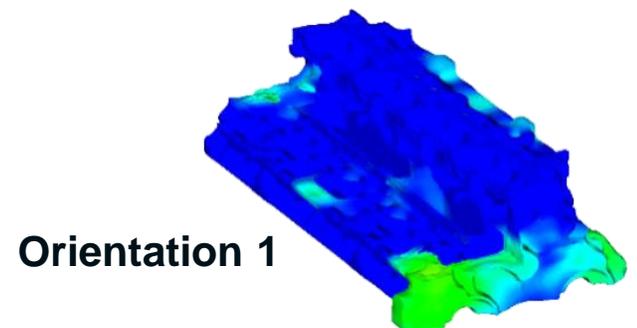
Good correlation in terms of vapor formation!

# Full complexity quenching

Effect of submerging direction on structure cooling

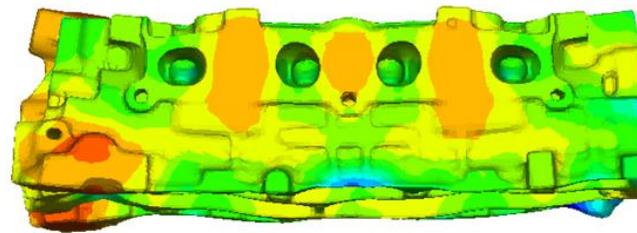


Temperature

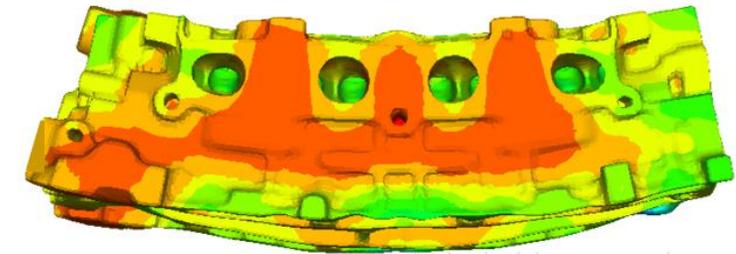


# Orientation effect - deformation

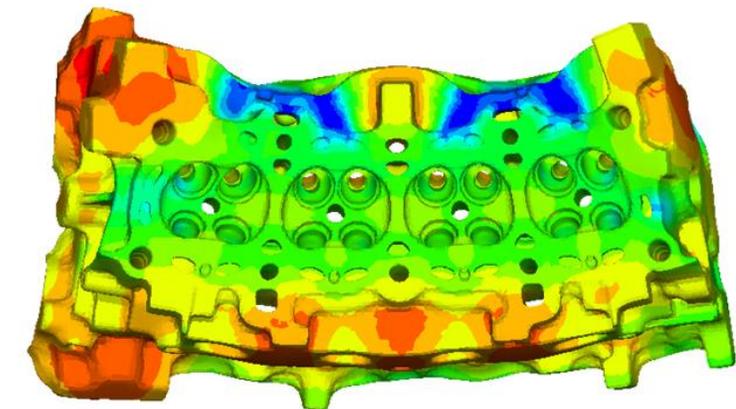
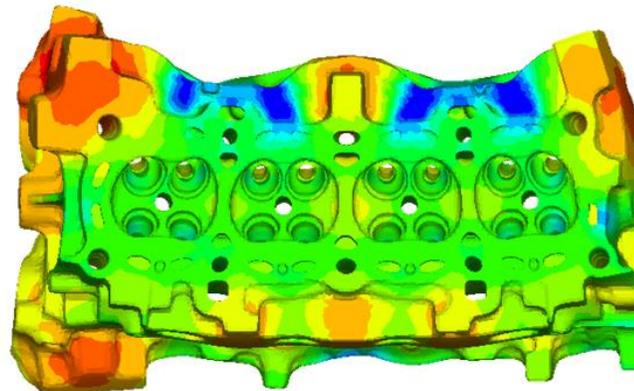
Structural response prediction regardless of components' complexity and size!



Submerging orientation I



Submerging orientation II

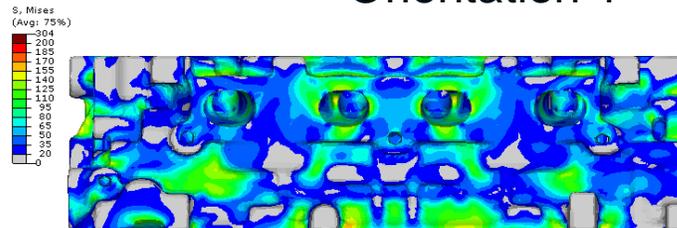


# Stresses and deformations

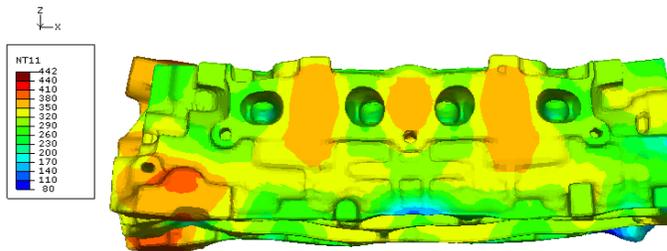
## Effect of submerging direction

Orientation 1

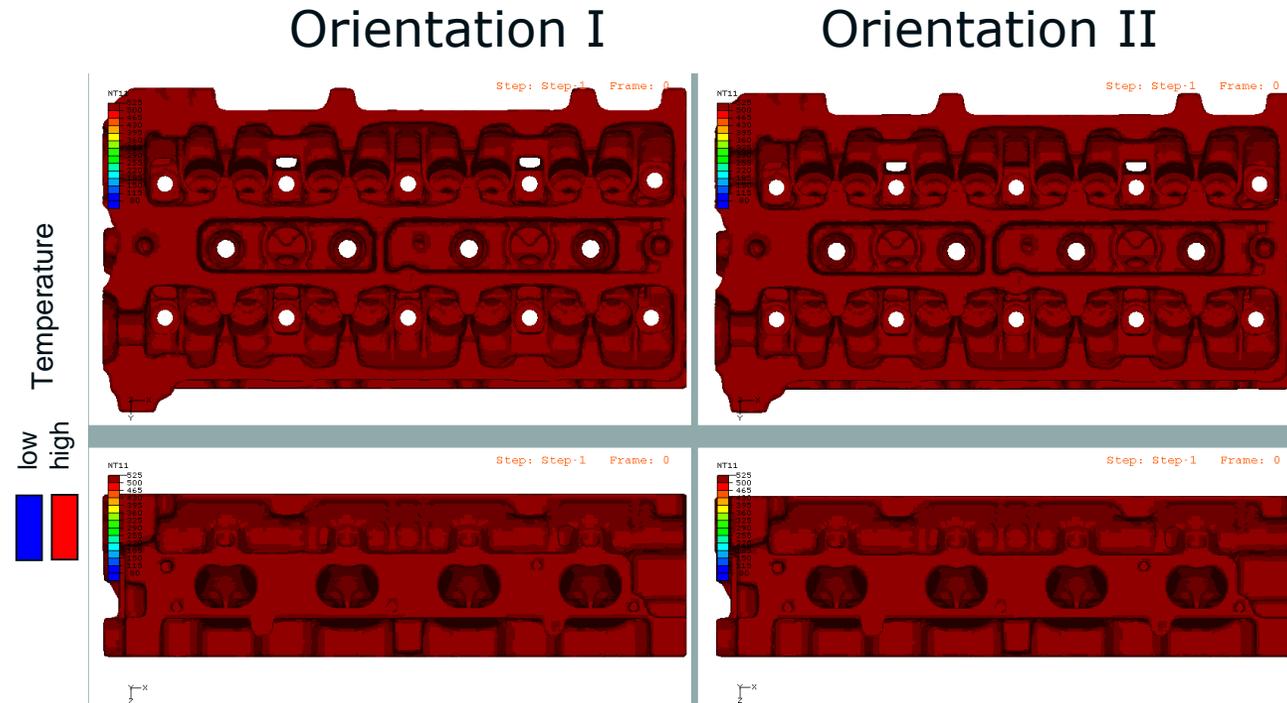
Stress



Temperature and deformation



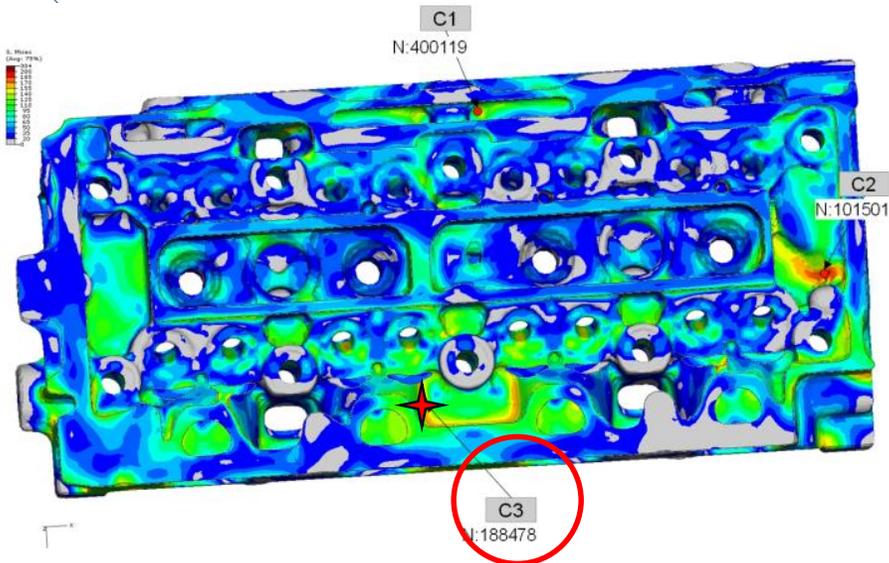
# Orientation effect - deformation



- GUI based mapping  
CFD → FEM

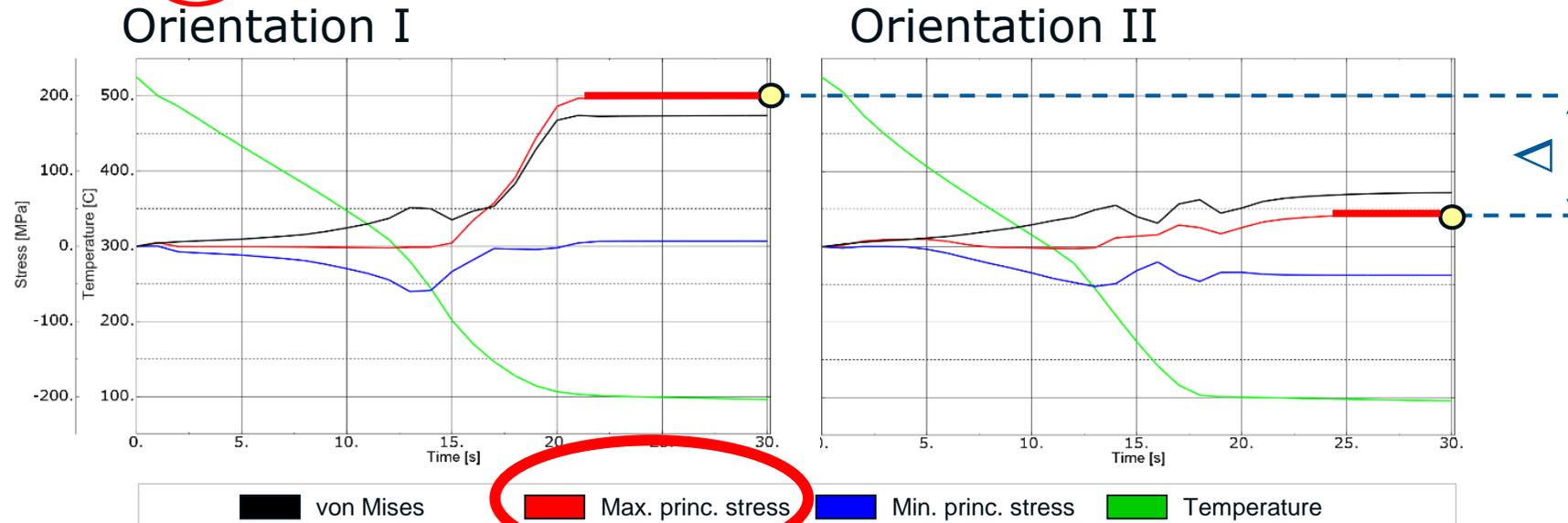
Temperature and deformation

# Orientation effect - stresses

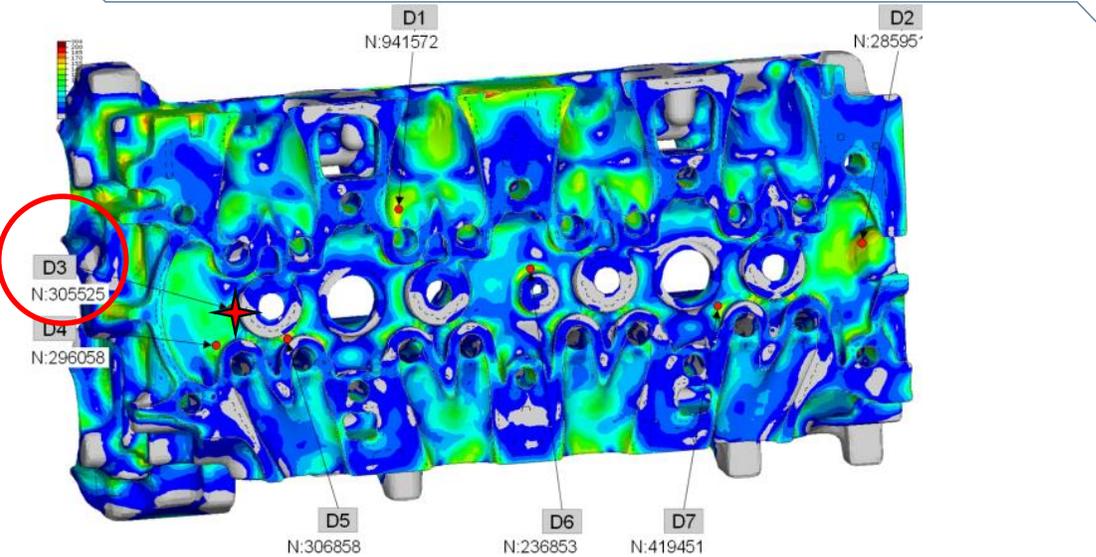


## Evaluation point C3

- Tensile stress dominant
- Orientation I > Orientation II



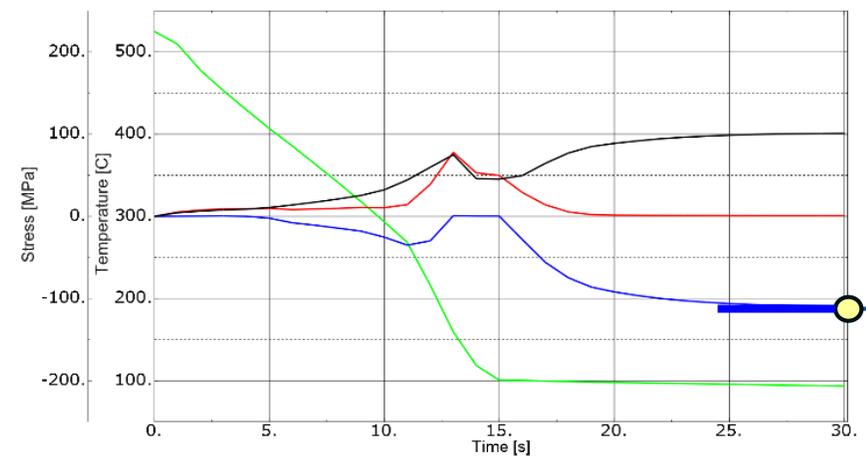
# Orientation effect - stresses



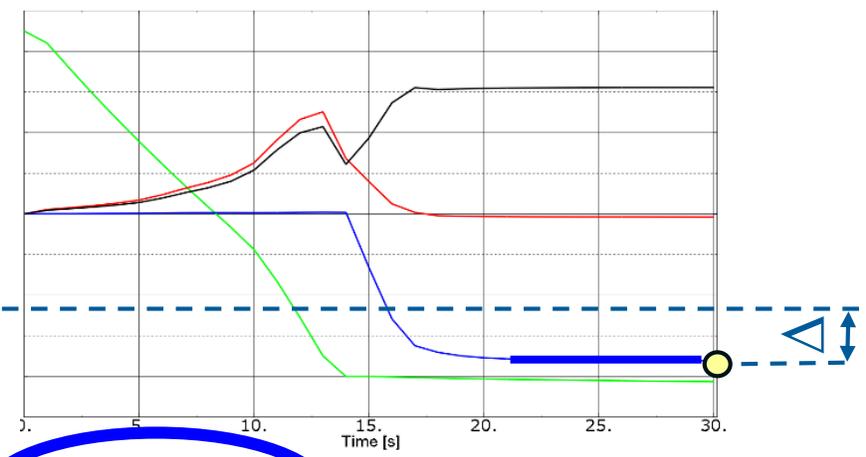
## Evaluation point D3

- Compressive stress dominant
- Orientation I < Orientation II

Orientation I



Orientation II

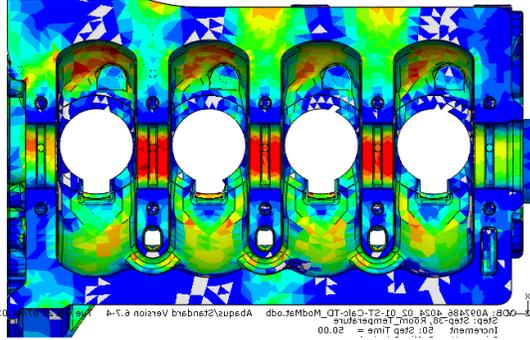
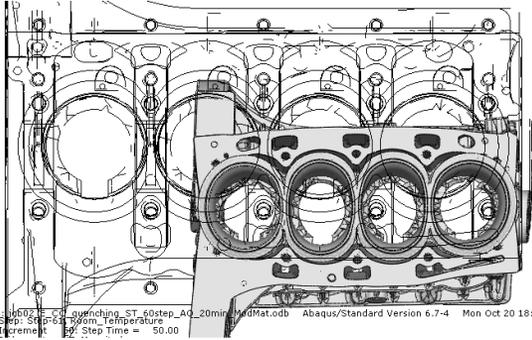


# Air and immersion quenching

## Air Quenching

Deformation (scale x 30)

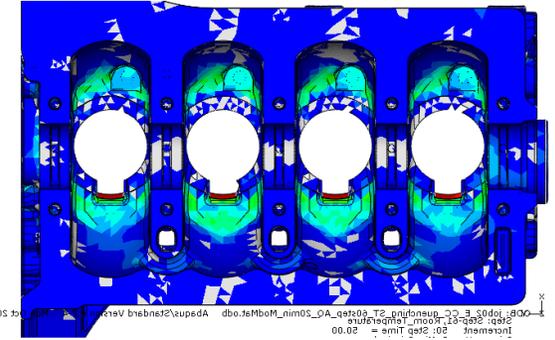
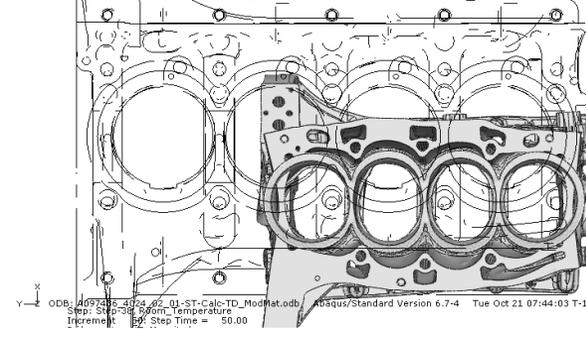
Minimum principle stress



## Water Quench – top down

Deformation (scale x 30)

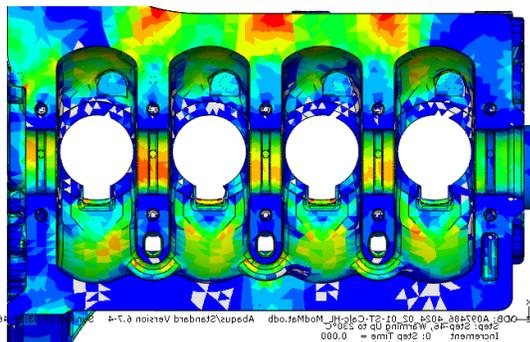
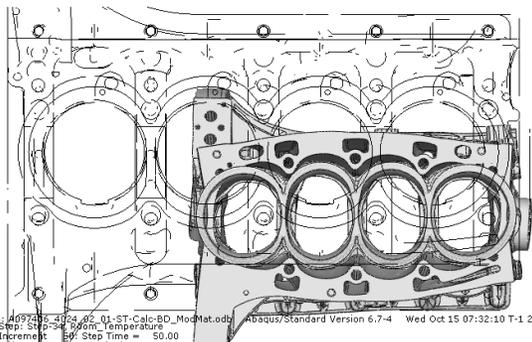
Minimum principle stress



## Water Quench – water down

Deformation (scale x 30)

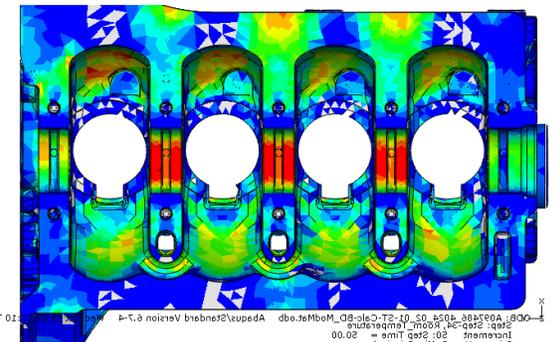
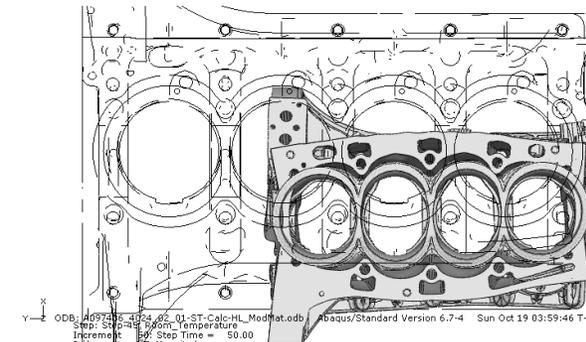
Minimum principle stress



## Water Quench – horizontal liner

Deformation (scale x 30)

Minimum principle stress



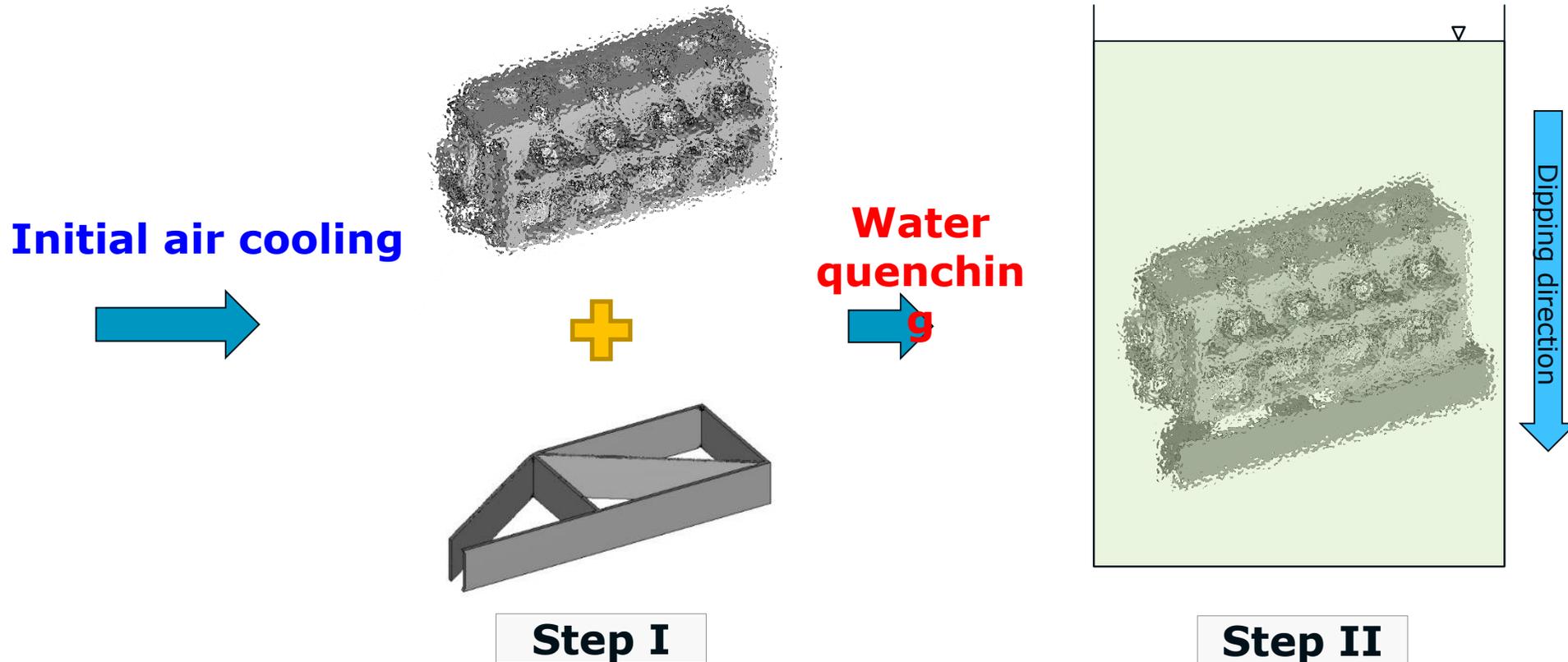
## Real life conditions



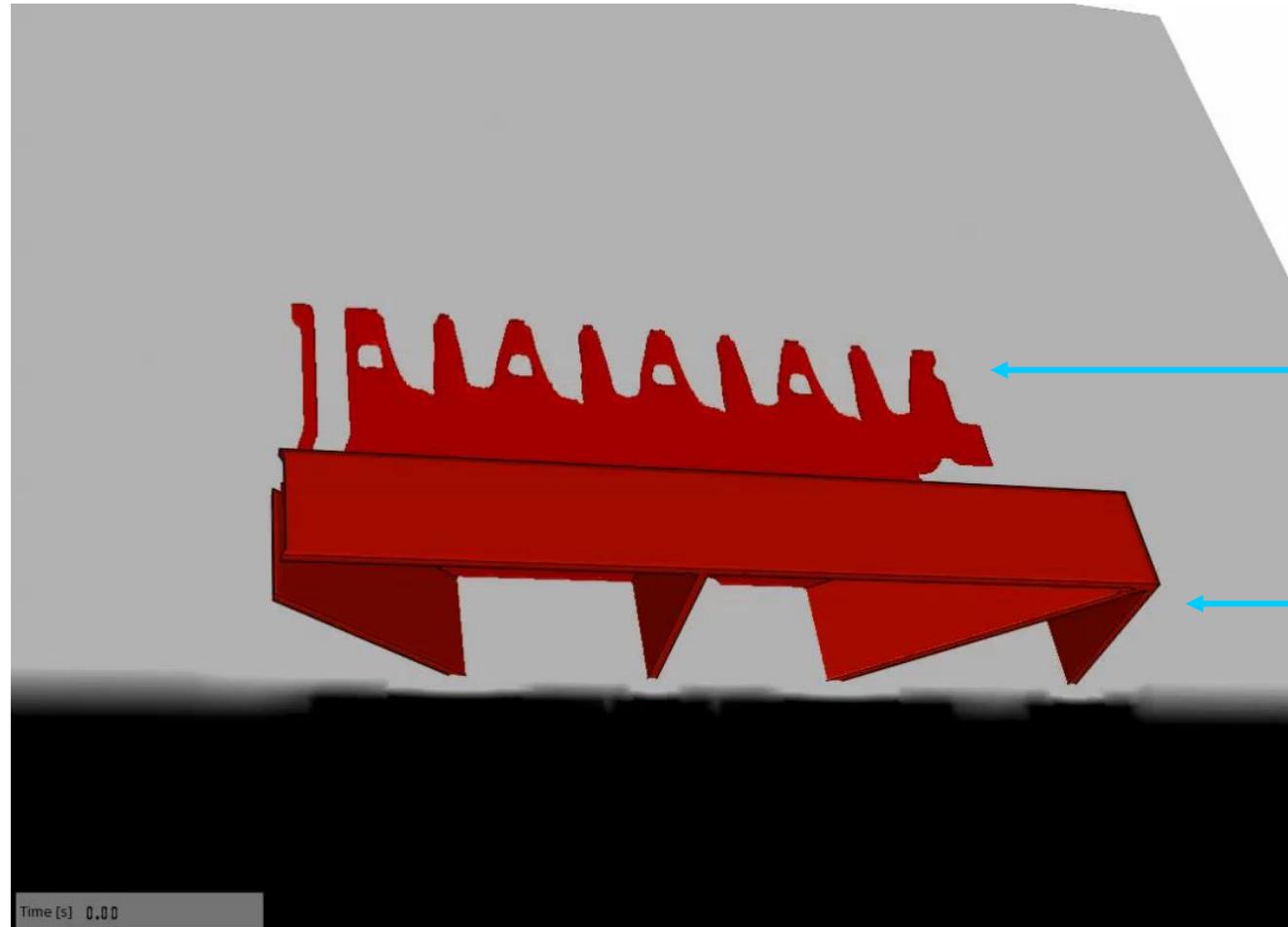
- Rack consideration
- Clustering of several solids

# Rack effect

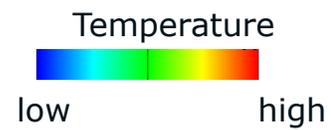
- Step I: **Initial air cooling** (for more accurate initial condition)
- Step II: **Water quenching**



# Rack effect

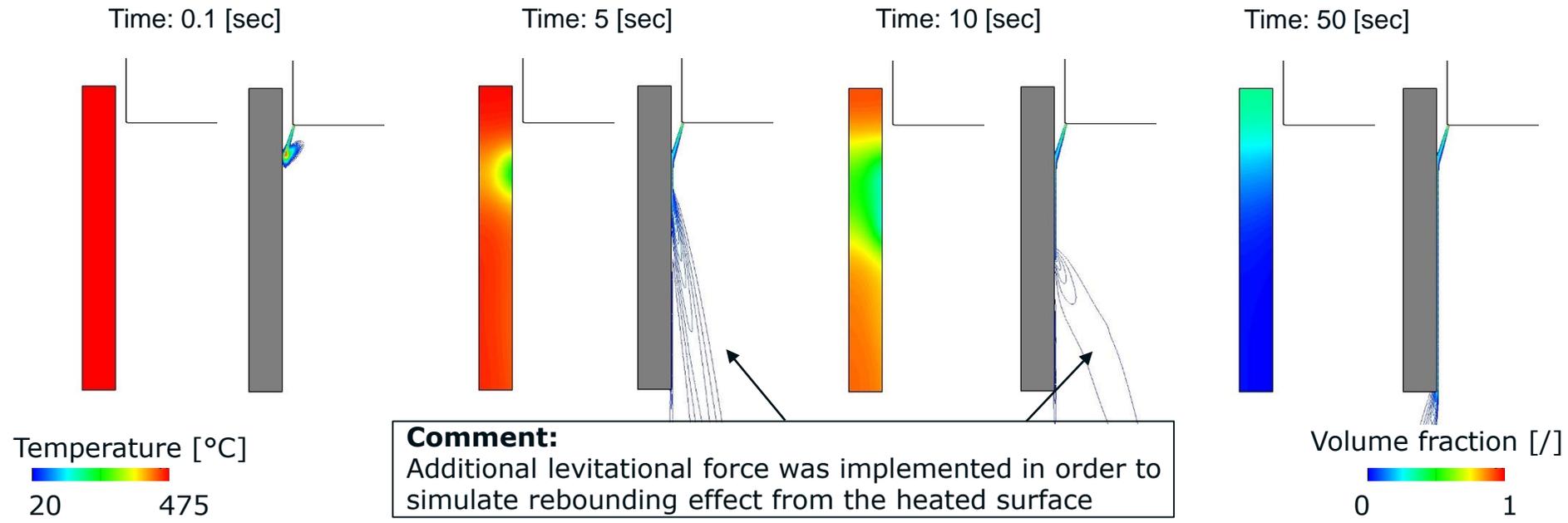


Aluminum head  
on  
a steel rack

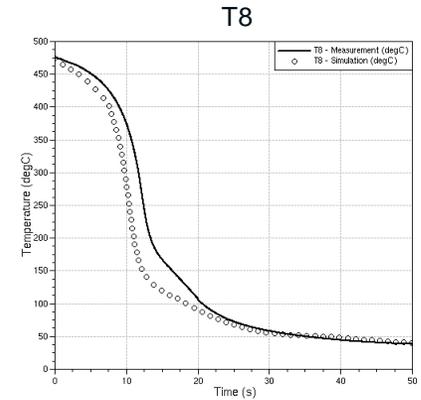
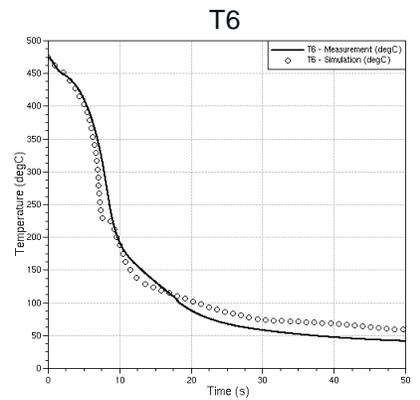
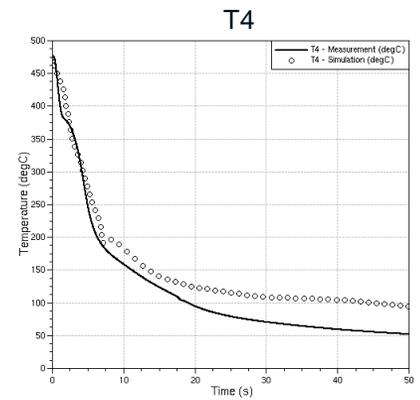
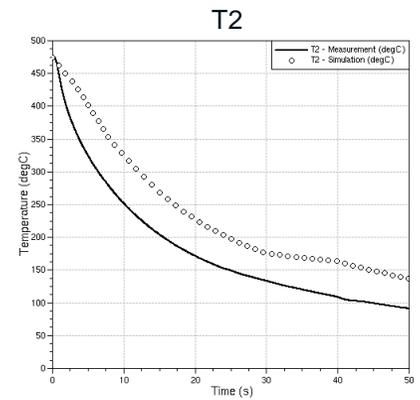
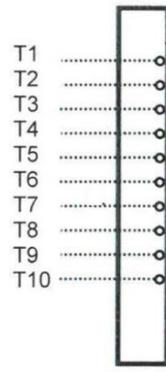


# IMPINGEMENT JET - QUENCHING

Water jet impingement cooling process, also known as continuous chill casting process



**Comment:**  
Additional levitational force was implemented in order to simulate rebounding effect from the heated surface

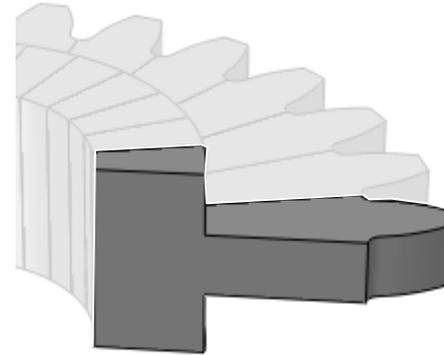


— Measurement  
●●● Simulation

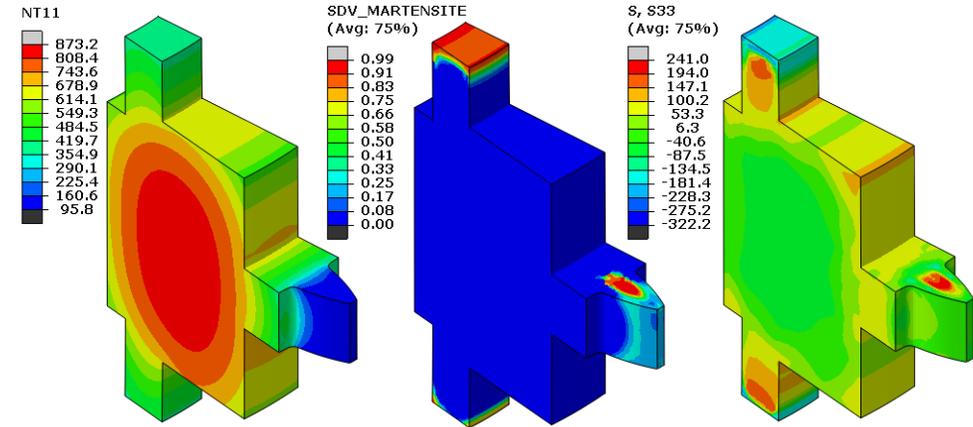
# IMMERSION QUENCHING



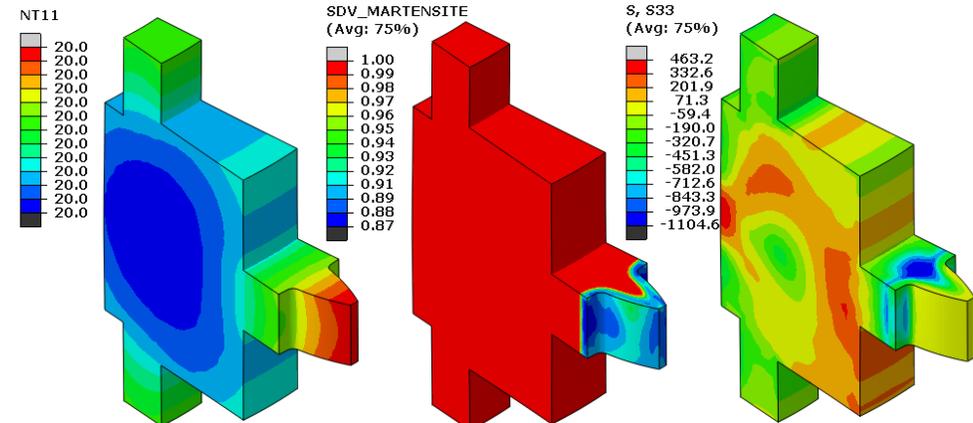
Carbon distribution has a significant effect on the phase transformation during the hardening process which will affect the hardness and phase distributions, as well as distortion and residual stresses.



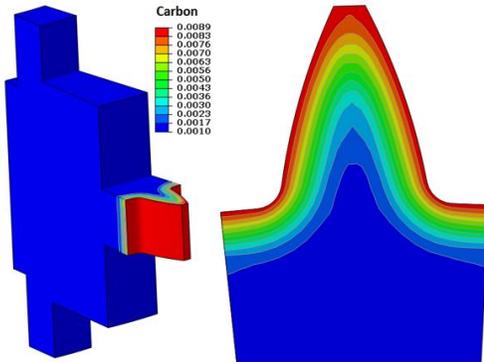
Time: 3 [sec] - during the quenching process



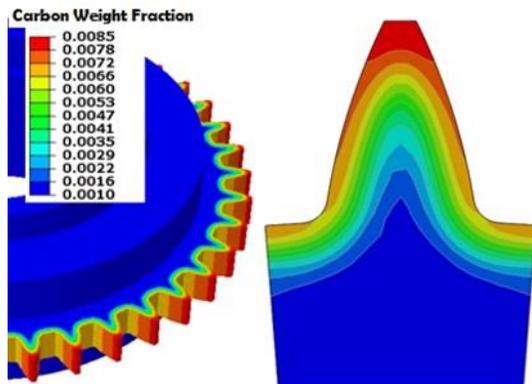
Time: 60 [sec] - at the end of quenching process



After carburization

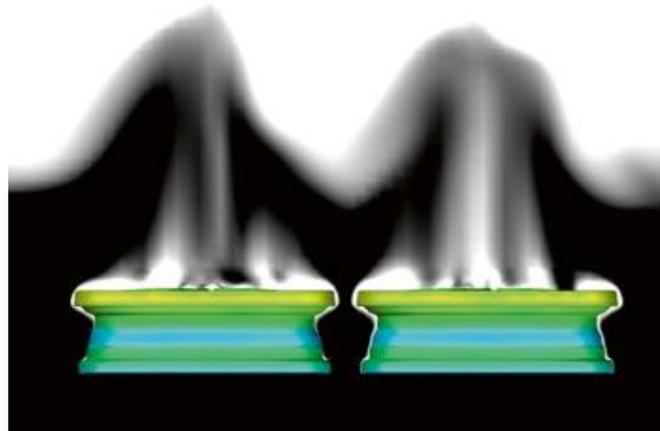
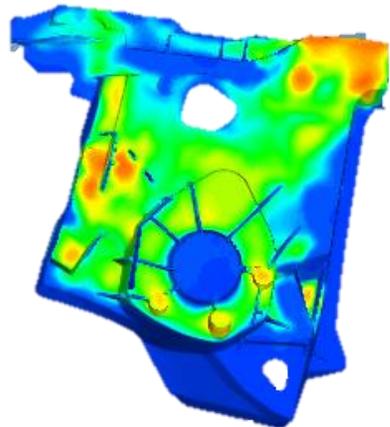
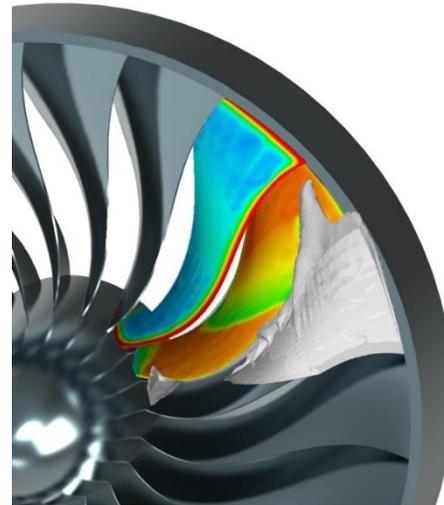
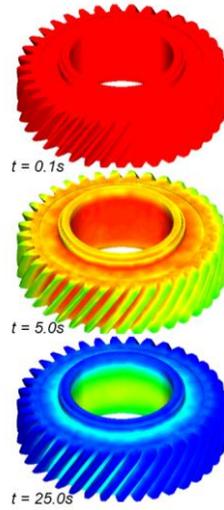
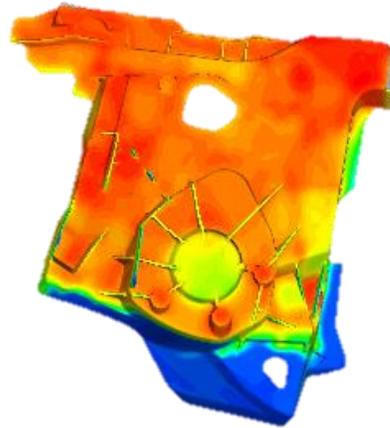


After re-austenitization



# IMMERSION QUENCHING

## Applicabilitions



### Applicability

- Cylinder heads and blocks
- Chassis parts
- E-motors and components
- Gears
- Wheels
- Turbine blades,...

### Materials

Aluminum alloys, Steel, Chrome - Nickel,...

### Cooling media

Water, air, oil, polymer,...

Thank You



[www.avl.com](http://www.avl.com)

