

View the complete version: [@ BigBobE & TonyN](#)

Posted by: Matt
Date: 08-02-2010 02:15:38

Bob, you want a clout with the dipshit club mate. :D 100 degrees Fahrenheit is only approx. 35 degrees Celcius.

<http://www.hiluxsurf.co.uk/forums/showthread.php>

Tony, your fans are shite. :D Plus, electric setups are actually less prone to cause temp fluctuations than mechanical setups. They ain't engine speed dependant. :D

<http://www.hiluxsurf.co.uk/forums/showpost.php>

Posted by: surfenstein
Date: 08-02-2010 07:42:37

glad to see your back matt.....and being your normal pedantic self. :lol: :lol:

Posted by: Bio Hazard
Date: 08-02-2010 07:43:41

And lurking over there more than i am :whistle:

Posted by: gwh200
Date: 08-02-2010 08:26:25

Congrats matt. Time to get the amoral back on. :D

Posted by: TonyN
Date: 08-02-2010 09:04:23

 Matt wrote:

Tony, your fans are shite. :D Plus, electric setups are actually less prone to cause temp fluctuations than mechanical setups. They ain't engine speed dependant. :D

Bollocks, there is a bimetallic strip adjusting clutch in the viscous fan hub, as the rad gets hotter, it lets the fan drive harder. So you get a more even temp spread, very important on a motor with overheating causing damages issues. On idle you don't need the fan anyway on a diesel so engine speed apart from exceptional circumstances so is irrelevant, and you have the extra electric fan for these times anyway.

A basic electric fan is rubbish cos its comes on at X temp, and goes off a Y temp, so the motor heats up and cools down between this two points, which if you have then close together means the fans is on lots, an causing big drag on the alt all the time, or if they are further apart, the engine has to get quite hot to get the fan on, and then cooled right down to switch it off. Which is also baddd for a motor that has issues with heads cracking.

:D

My fans arn't that shite, its more to do with a 2lt petrol motor trying to turn 33's at 70mph, and admittedly the rad doesn't have a lot of fins left on the core either.....

:)

Posted by: Predictable Bob
Date: 08-02-2010 13:13:28

 gwh200 wrote:

Congrats matt. Time to get the amoral back on. :D

:lol:

Don't you just LOVE predictive text !

(Or is it the fingers again ?)

:devil:

Posted by: Matt

Date: 08-02-2010 14:03:13

 TonyN wrote:

Bollocks

:D :D :D

there is a bimetallic strip adjusting clutch in the viscous fan hub, as the rad gets hotter, it lets the fan drive harder. So you get a more even temp spread, very important on a motor with overheating causing damages issues.

Ah, there's one born every minute. Someone's actually started a viscous fan discussion with me. I was missing my old thread.
:devilish: :devilish: Technically, the bimetallic strip ain't adjusting a clutch. All it does is open two vanes which allow fluid flow. :D

On idle you don't need the fan anyway on a diesel so engine speed apart from exceptional circumstances so is irrelevant, and you have the extra electric fan for these times anyway.

Ironically, stood or moving slowly is actually when you see most action from the fan. That's when temperature regulation is at it's worst on the engines. You have the coolant flow at its lowest, (the coolant flow is pretty crap at idle), and the rad is getting no free flowing air through it.

A basic electric fan is rubbish cos its comes on at X temp, and goes off a Y temp, so the motor heats up and cools down between this two points, which if you have then close together means the fans is on lots, an causing big drag on the alt all the time, or if they are further apart, the engine has to get quite hot to get the fan on, and then cooled right down to switch it off. Which is also baddd for a motor that has issues with heads cracking.

I'm just quoting this bit to be an argumentative git. :devilish: That is actually more due to the shonky setup of some of the controllers. They have a silly operating range or suchlike. If you go for a setup where the controller has a short on/off range at roughly optimal coolant temps, it's actually quite efficient. I get to see pretty much constant 80 to 85 degree temps unless I'm making her work hard. Temp regulation is about as perfect as you can get. (Almost as perfect as I.
:devilish: :D).

:D

My fans arn't that shite, its more to do with a 2lt petrol motor trying to turn 33's at 70mph, and admittedly the rad doesn't have a lot of fins left on the core either.....

:)

:D :D :D

p.s: Would anyone like an indepth explanation of the viscous fan and coolant system perhaps? :devilish:

Posted by: Matt
Date: 08-02-2010 14:05:52

 Bio Hazard wrote:

And lurking over there more than i am :whistle:

My first visit for yonks, (other than the quickest of browses in General), in all honesty. Don't think I've looked in the tech sections for well over a month now, (not much point :D), but just noticed two threads mentioning fans in the titles. Never could resist those. :D

Posted by: Bio Hazard
Date: 08-02-2010 14:06:10

Right wait for me to get some beer and popcorn please :D :D :D

Posted by: Matt
Date: 08-02-2010 14:13:17

You'll need a sleeping bag too if it gets anywhere near the length of the old thread. :D

Posted by: Bushwhacker
Date: 08-02-2010 14:22:09

I like electric engine fans, and I like viscous fans too, but which one is best?

Hmm, there's only one way to find out.....

FIGHT!!

Posted by: Matt
Date: 08-02-2010 14:28:31

:rofl: :D

Posted by: TonyN
Date: 08-02-2010 14:30:10

 Matt wrote:

Ah, there's one born every minute. Someone's actually started a viscous fan discussion with me. I was missing my old thread. :devilish: :devilish: Technically, the bimetallic strip ain't adjusting a clutch. All it does is open two vanes which allow fluid flow. :D

Its how it regulates the slippage of the hub reducing or increasing the speed of the fan depending on rad temps, so its a 'clutch' for the hub. (I was dumbing down for you, call it a hub-mounted, fluid-coupled device contains a hydraulic turbine using a viscous silicone fluid to transfer energy from driving element to driven element, controlled by bimetallic strip sensing the temp of the rad if you want, its your bandwidth.)

Ironically, stood or moving slowly is actually when you see most action from the fan. That's when temperature regulation is at it's worst on the engines. You have the coolant flow at its lowest, (the coolant flow is pretty crap at idle), and the rad is getting no free flowing air through it.

Don't agree, diesel are generally so efficient they don't get very hot idling, still, your 'pump' is still doing 700rpm, hardly no circulation.

On a cold day, open your bonnet, start the motor and leave it idling, and see how long it take for the 'stat to open. I normally give up and go for a drive to get the buggers hot enough to check.

Why do you see nearly every old Transit and cab with a bit of silver foil over the rad, cos they never warm up in the winter. A diesel is at its hottest under heavy throttle for long peroids, which usually means its spinning pretty quick anyway, thats when it needs the most cooling. (extreme Off Road conditions aside, but that wasn't bought up)

I'm just quoting this bit to be an argumentative git. :devilish: That is actually more due to the shonky setup of some of the controllers. They have a silly operating range or suchlike. If you go for a setup where the controller has a short on/off range at roughly optimal coolant temps, it's actually quite efficient. I get to see pretty much constant 80 to 85 degree temps unless I'm making her work hard. Temp regulation is about as perfect as you can get. (Almost as perfect as I.

:devilish: :D).

:D

not my point, most aftermarket off the shelf temp controllers are shonky, but this is what most people will end up with, so a completely relevant point.

p.s: Would anyone like an indepth explanation of the viscous fan and coolant system perhaps? :devilish:

Only if you like the sound of your own voice....oh, its you, go ahead then.....

:P :P :lol: :lol: :lol:

Posted by: Matt
Date: 08-02-2010 14:43:11

 TonyN wrote:

Only if you like the sound of your own voice....oh, its you, go ahead then.....

:P :P :lol: :lol: :lol:

:D :D :D That just made me think of another of my pointless thoughts. :D Why is that when one thinks, you always think in the sound of your own voice? :D

Posted by: Matt
Date: 08-02-2010 14:45:48

 TonyN wrote:

Its how it regulates the slippage of the hub reducing or increasing the speed of the fan depending on rad temps, so its a 'clutch' for the hub. (I was dumbing down for you, call it a hub-mounted, fluid-coupled device contains a hydraulic turbine using a viscous silicone fluid to transfer energy from driving element to driven element, controlled by bimetallic strip sensing the temp of the rad if you want, its your bandwidth.)

Forgot to mention. Contains a hydraulic turbine? Not that I'm nit-picking or owt. :whistle: :D

Posted by: Bio Hazard
Date: 08-02-2010 14:48:24



Posted by: Matt
Date: 08-02-2010 14:51:23

Christ, those eyes are practically hypnotic. :D

Posted by: TonyN
Date: 08-02-2010 15:39:58

 Matt wrote:

:D :D :D That just made me think of another of my pointless thoughts. :D Why is that when one thinks, you always think in the sound of your own voice? :D

PMSL, cos you wouldn't listen to anything else....

 Matt wrote:

Forgot to mention. Contains a hydraulic turbine? Not that I'm nit-picking or owt. :whistle: :D

Poetic licence, but if being picky...

"A turbine is a rotary engine that extracts energy from a fluid or air flow and converts it into useful work"

still kinda works...the silicone fluid (hydraulic) powers the drive side of the hub to turn the fan.

:P

 Bio Hazard wrote:

<http://daemon4x4.org/board/gallery/10>

EEK! What has it got in its mouth?

Posted by: Bio Hazard

Date: 08-02-2010 15:42:03

Looks like a grape :D

Posted by: Sancho

Date: 08-02-2010 16:17:13

 Matt wrote:

Why is that when one thinks, you always think in the sound of your own voice? :D

That's just you Matt. I hear lots of voices, although they're all telling me to kill people.

Posted by: Matt

Date: 08-02-2010 18:09:53

:D :D :D

Posted by: BigBobE

Date: 08-02-2010 18:12:40

 Matt wrote:

Bob, you want a clout with the dipshit club mate. :D 100 degrees Fahrenheit is only approx. 35 degrees Celcius.

<http://www.hiluxsurf.co.uk/forums/showthread.php>

Tony, your fans are shite. :D Plus, electric setups are actually less prone to cause temp fluctuations than mechanical setups. They ain't engine speed dependant. :D

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MATT YOU DIME BAR, I KNOW THERE'S A BIG DIFFERENCE AS ALBANNACH SAID, I WASH TRYING TO CLARIFY, GIVE ME SOME CREDIT, IT JUST SEEMS ODD THAT FAN ONLY KICKS IN AT WATERS BOILING POINT.....

Posted by: Matt

Date: 08-02-2010 18:15:38

 TonyN wrote:

 Matt wrote:

:D :D :D That just made me think of another of my pointless thoughts. :D Why is that when one thinks, you always think in the sound of your own voice? :D

PMSL, cos you wouldn't listen to anything else....

I'll give you that one. :D :D

 Matt wrote:

Forgot to mention. Contains a hydraulic turbine? Not that I'm nit-picking or owt. :whistle:
:D

Poetic licence, but if being picky...

"A turbine is a rotary engine that extracts energy from a fluid or air flow and converts it into useful work"

still kinda works...the silicone fluid (hydraulic) powers the drive side of the hub to turn the fan.

:P

Oh that's thin. :D That makes a spider filament look super huge. That's thinner than the bust line and hips of a catwalk model. :D :D

You've gotta love this subject. :D One of the last bastions of totally opinionated views and total refusal to accept the credibility of anyone else's views or opinions. :devilish: :D I love fan threads.:D

Posted by: Matt

Date: 08-02-2010 18:20:42

 BigBobE wrote:

MATT YOU DIME BAR, I KNOW THERE'S A BIG DIFFERENCE AS ALBANNACH SAID, I WASH TRYING TO CLARIFY, GIVE ME SOME CREDIT, IT JUST SEEMS ODD THAT FAN ONLY KICKS IN AT WATERS BOILING POINT.....

Clarification number two... :D What's the boiling point of water under approximately one Bar of pressure? (We'll leave the antifreeze's effect out of the equation for the moment :D).

Posted by: BigBobE

Date: 08-02-2010 18:29:36

 Matt wrote:

 BigBobE wrote:

MATT YOU DIME BAR, I KNOW THERE'S A BIG DIFFERENCE AS ALBANNACH SAID, I WASH TRYING TO CLARIFY, GIVE ME SOME CREDIT, IT JUST SEEMS ODD THAT FAN ONLY KICKS IN AT WATERS BOILING POINT.....

Clarification number two... :D What's the boiling point of water under approximately one Bar of pressure? (We'll leave the antifreeze's effect out of the equation for the moment :D).

shush, and silence.....

i didnt take that into account....

i have been working crazy hours so not at my full mental capacity.....

at least i dont have red hair!!!!

Posted by: Matt
Date: 08-02-2010 18:35:50

:D :D :D

Posted by: gwh200
Date: 08-02-2010 18:38:57

 Predictable Bob wrote:

 gwh200 wrote:

Congrats matt. Time to get the amoral back on. :D

:lol:

Don't you just LOVE predictive text !

(Or is it the fingers again ?)

:devil:

No that's predictive text bob.
It should be anorak :D

Posted by: That_Ruddy_Squirrel
Date: 08-02-2010 18:44:39

 BigBobE wrote:

at least i dont have red hair!!!!

True, cannot call this red :D :D

[Image link](#)

Posted by: gwh200
Date: 08-02-2010 18:45:02

Matt.

On larger diesel lumps... Say for instance a 12 litre scania I used to drive, if you got it up to operating temperature, then sat idling, the thing would cool down. You needed a separate heater, like a webasto or eberspacher, to get any warmth when driving in the alpine countries during winter. At idle there's hardly any heat generated. Bit different with say a high performance petrol engine... That will boil up, but diesels are good in this respect.

Posted by: Matt
Date: 08-02-2010 18:45:29

How the chuff does it predict amoral from anorak? :D Did you just type an a and think sod it? :D

Posted by: Matt
Date: 08-02-2010 18:52:37

 gwh200 wrote:

Matt.

On larger diesel lumps... Say for instance a 12 litre scania I used to drive, if you got it up to operating temperature, then

sat idling, the thing would cool down. You needed a seperate heater, like a webasto or eberspacher, to get any warmth when driving in the alpine countries during winter. At idle there's hardly any heat generated. Bit different with say a high performance petrol engine... That will boil up, but diesels are good in this respect.

That's cheating. :D Totally different set of circumstances, ancillaries, enclosure design etc. Never seen the insides of a H.G.V, but I bet they go overkill on quite a few areas, as a precautionary measure?

Posted by: gwh200
Date: 08-02-2010 18:52:50

Who knows how this thinks... It's AI gone crazy.

Eg

gay Ginger tosser ... No probs.

Stein is a bag landowners wimble.

Is it's guess at stein is a bag ladies womba.

I'm cursed.

Posted by: Bio Hazard
Date: 08-02-2010 18:54:39

 gwh200 wrote:

Who knows how this thinks... It's AI gone crazy.

Eg

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Stein is a bag landowners wimble.

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I'm cursed.

Ah THE GUMMY

Posted by: Matt
Date: 08-02-2010 18:56:10

That's bloody typical. Even a "I can't predict for toffee" phone can get GGT spot bollock. :D :D

Posted by: gwh200
Date: 08-02-2010 19:08:17

It must be an apple (or aardvark as it likes to guess) thing. :lol:

Posted by: Bushwhacker
Date: 08-02-2010 19:25:28

 That_Ruddy_Squirrel wrote:

 BigBobE wrote:

at least i dont have red hair!!!!

True, cannot call this red :D :D

<http://media.peopleofwalmart.com/wp-content/uploads/2010/01>

Is that Will?

Posted by: Albannach
Date: 08-02-2010 19:27:01

Must read full threads!

Posted by: surfenstein
Date: 08-02-2010 19:46:04

 gwh200 wrote:

Who knows how this thinks... It's AI gone crazy.

Eg

gay Ginger tosser ... No probs.

Stein is a bag landowners wimble.

Is it's guess at stein is a bag ladies womba.

I'm cursed.

thats funny coz when i try to write gwa on my phone it comes upTOSSER.... :lol: :lol: :lol:

Posted by: Matt
Date: 08-02-2010 19:54:15

 Albannach wrote:

Must read full threads!

Nah. That's half the fun gone. :D

Posted by: Predictable Bob
Date: 08-02-2010 20:21:59

:whistle:

So what does your phone do with limaciform then ?

:whistle:

Posted by: TonyN
Date: 08-02-2010 20:40:58

 Bushwhacker wrote:

Is that Will?

Damn, I wanted to post that!!

:lol: :lol: :lol: