

# ***Modeling and simulation of Microfluidics systems***

By :

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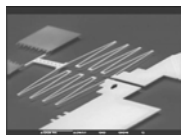
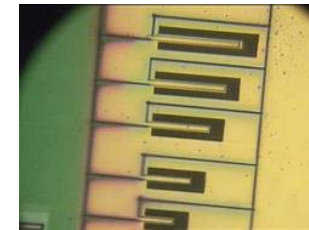
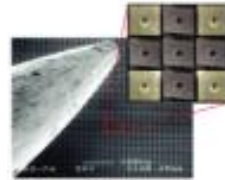
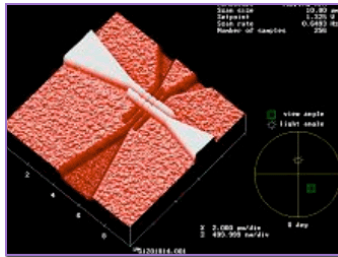
# Introduction to MEMS

## Micro Elector Mechanical Systems

### Do you use MEMS ???

flash memory, cd/dvd drives ...

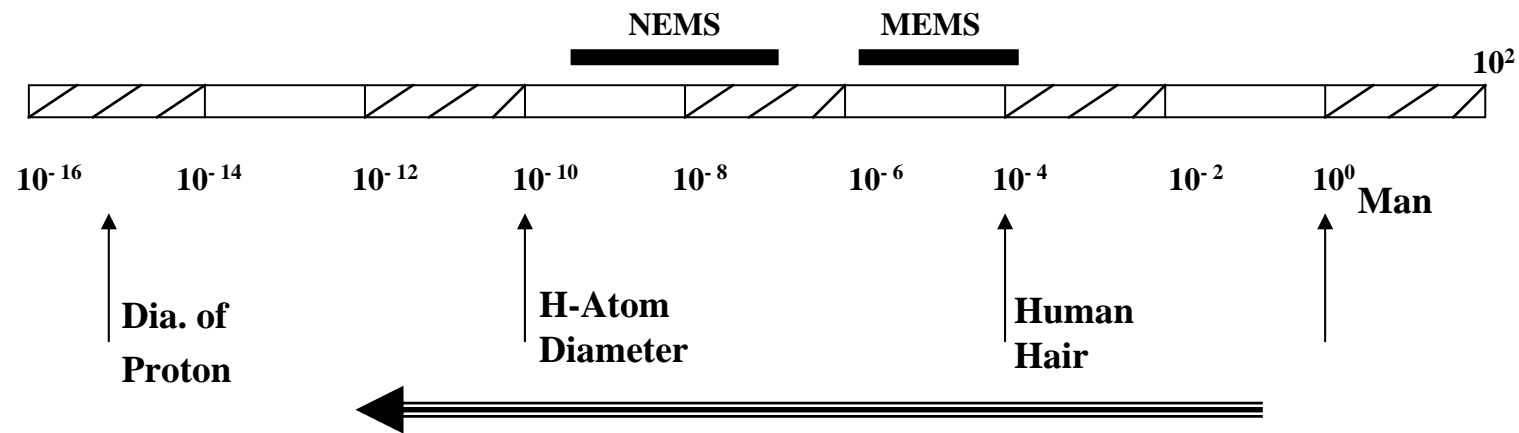
airbag sensors & actuators



micromirrors, projectors



# Scaling Issues



- the nature of phenomena changes with reducing sizes. e.g., gravitational force, surface tension effect, magnetic force, etc.

## What is different between fluid flow in a normal scale and in a microchannel

In a normal size we can assume that near the wall (at wall-fluid interface), velocity of fluid is zero, but due to the small size in microchannel, this assumption is not true. We can characterize microfluidic with Knudsen number (Kn).

$$Kn = \frac{\lambda}{D_h}, \quad D_h = 2W \quad \text{and } \lambda \text{ is the mean free path of fluid}$$

$Kn \leq 0.001$  continuum flow regime,       $0.001 < Kn \leq 0.1$  slip flow regime

$0.1 < Kn \leq 10$  transition flow regime,       $Kn > 10$  free molecular flow regime

To reach this assumption, researchers suggest the following expression:

$$U = \left( \frac{2 - \sigma_V}{\sigma_V} \right) Kn \frac{\partial U}{\partial y} + \frac{3}{2\pi} \frac{(\gamma - 1) Kn^2 Re}{\gamma Ec} \frac{\partial \theta}{\partial X} \qquad U = Kn \frac{\partial U}{\partial n}$$

$$\theta - \theta_{wall} = \left( \frac{2 - \sigma_T}{\sigma_T} \right) \left( \frac{2\gamma}{\gamma + 1} \right) \frac{Kn}{Pr} \frac{\partial \theta}{\partial y} \qquad \theta - \theta_{wall} = \frac{Kn}{\beta} \frac{\partial \theta}{\partial n}$$

## Boundary condition:

Inlet ( $x=0$ ):  $u=u_{in}$ ,  $v=0$  and  $T=T_{in}$

Outlet ( $x=L$ ):  $\frac{\partial \Phi}{\partial x} = 0$

where  $\Phi = u, v, T$

but  $p=0$

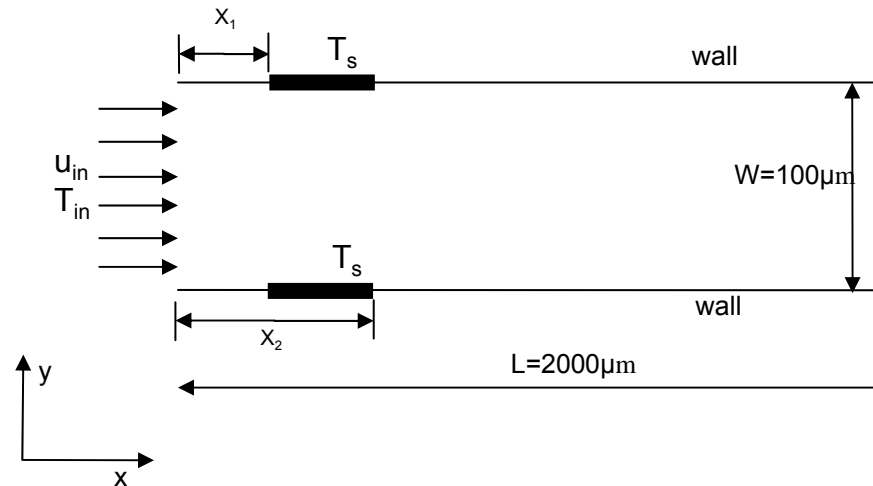
At wall ( $y=0, y=W$ ):

$u=v=0, x_1 \leq x \leq x_2: T = T_s$   
 $0 \leq x < x_1$  and  $x_2 < x \leq L: \frac{\partial T}{\partial y} = 0$

also: near the wall  $U = Kn \frac{\partial U}{\partial n}$

$$\theta - \theta_{wall} = \frac{Kn}{\beta} \frac{\partial \theta}{\partial n}$$

$$\beta = \left( \frac{\gamma+1}{2\gamma} \right) Pr$$



## Governing equations

Continuity: 
$$\frac{\partial u_j}{\partial x_j} = 0$$

Momentum: 
$$\frac{\partial}{\partial x_j} (\rho u_i u_j) = \frac{\partial}{\partial x_j} \left( \mu \left( \frac{\partial u_i}{\partial x_j} \right) \right) - \frac{\partial p}{\partial x_i}$$

Energy: 
$$\frac{\partial}{\partial x_i} (\rho c_p u_i T) = k \frac{\partial}{\partial x_i} \left( \frac{\partial T}{\partial x_i} \right)$$

## Non-dimensional equations

$$X_i = \frac{x_i}{D_h} \quad , \quad U_i = \frac{u_i}{u_{in}} \quad , \quad \theta = \frac{T - T_{in}}{T_{wall} - T_{in}} \quad , \quad P = \frac{p}{\rho u_{in}^2}$$

$$D_h = \frac{4A}{S} \quad , \quad D_h = \frac{4WH}{2(W + H)} \quad \text{and also } H \gg W \text{ So: } D_h = 2W$$

$$\text{Pr} = \frac{\mu c_p}{k} \quad , \quad \text{Re} = \frac{\rho u_{in} D_h}{\mu} \quad , \quad \text{Pe} = \text{Re Pr}$$

Continuity: 
$$\frac{\partial U_j}{\partial X_j} = 0$$

Momentum: 
$$\frac{\partial}{\partial X_j} (U_i U_j) = \frac{1}{\text{Re}} \left( \frac{\partial^2 U_i}{\partial X_j^2} \right) - \frac{\partial P}{\partial X_i}$$

Energy: 
$$\frac{\partial}{\partial X_i} (U_i \theta) = \frac{1}{\text{Pe}} \frac{\partial^2 \theta}{\partial X_i^2}$$

## *Discretization Methods*

- *Finite element method*
- *Finite difference method*
- *Finite volume method (Control volume technique)*
- *Other methods...*



## *Finite volume technique*

- *First order upwind scheme*
- *Second order upwind scheme*
- *QUICK (Quadratic Upwind Interpolation )*
- *Power law scheme*
- ...

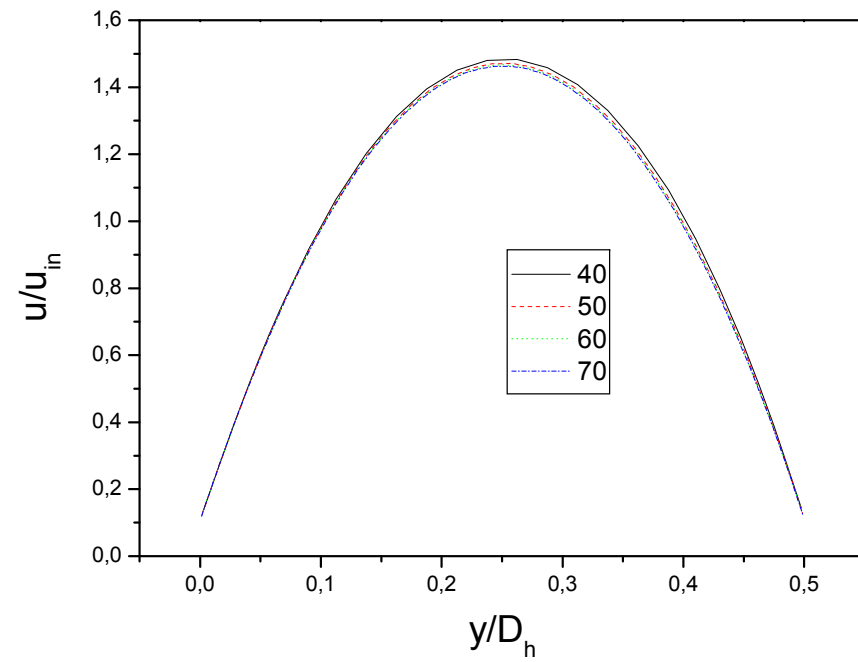
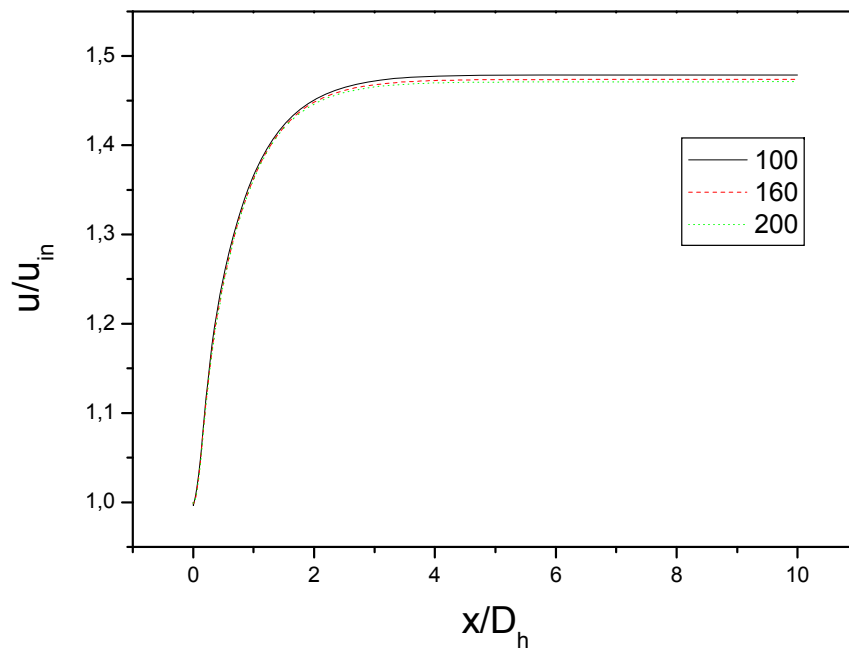
## Velocity- Pressure coupling method

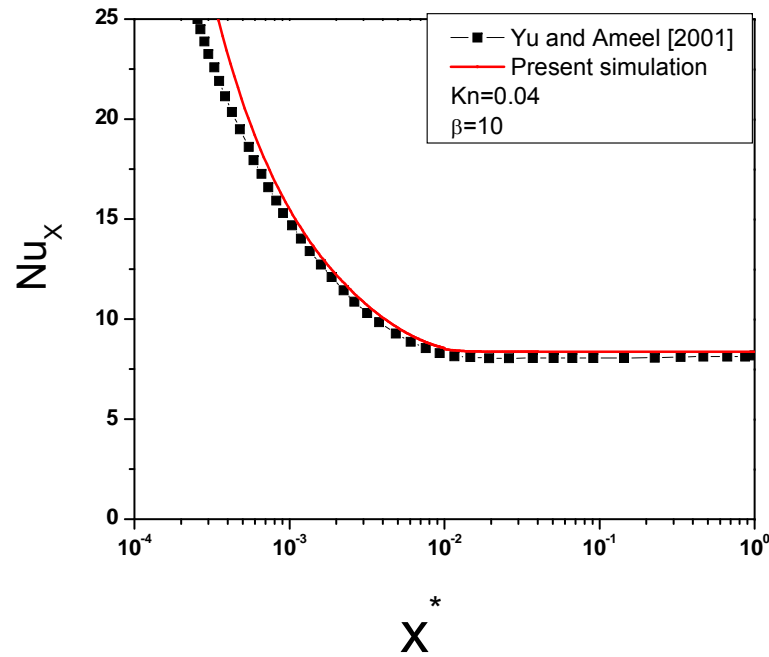
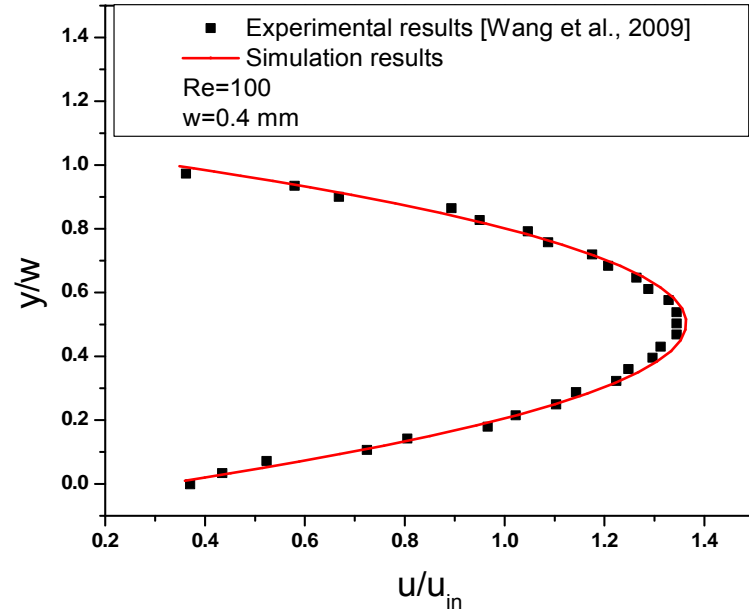
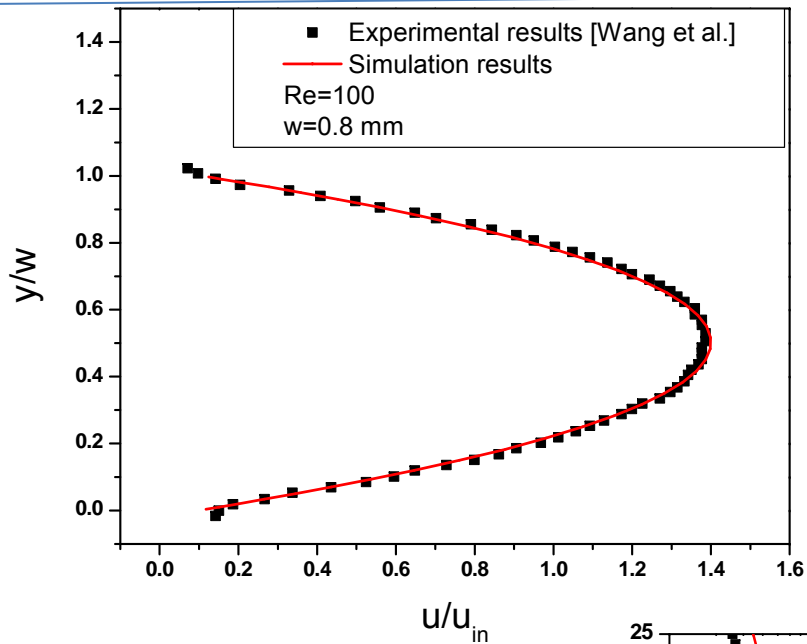
- *SIMPEL* ( *Semi-Implicit Method for Pressure-Linked Equations* )
- *SIMPLER*
- *SIMPLEC*
- *SIMPLEX*
- ...

## Numerical procedure

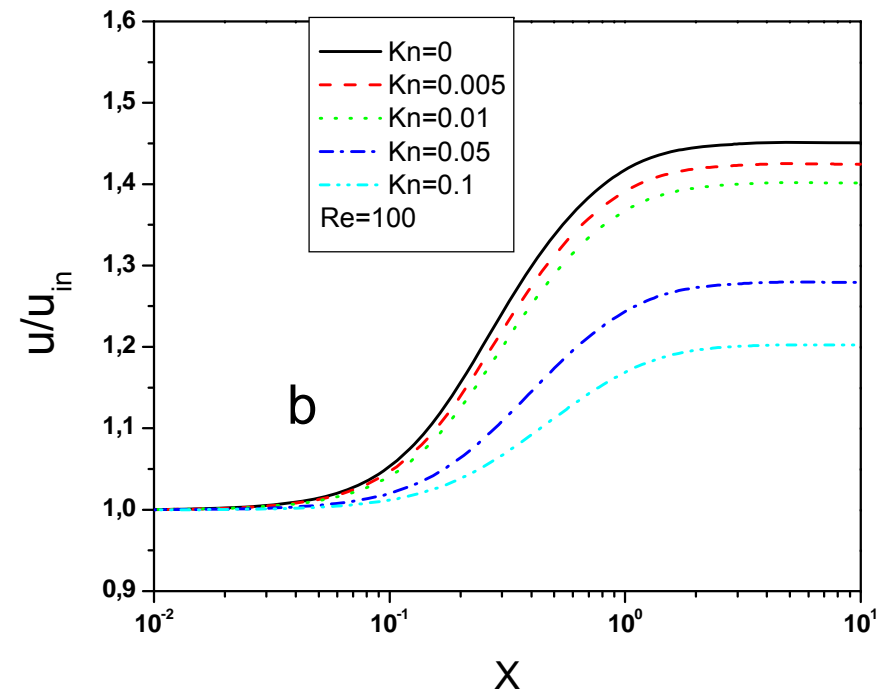
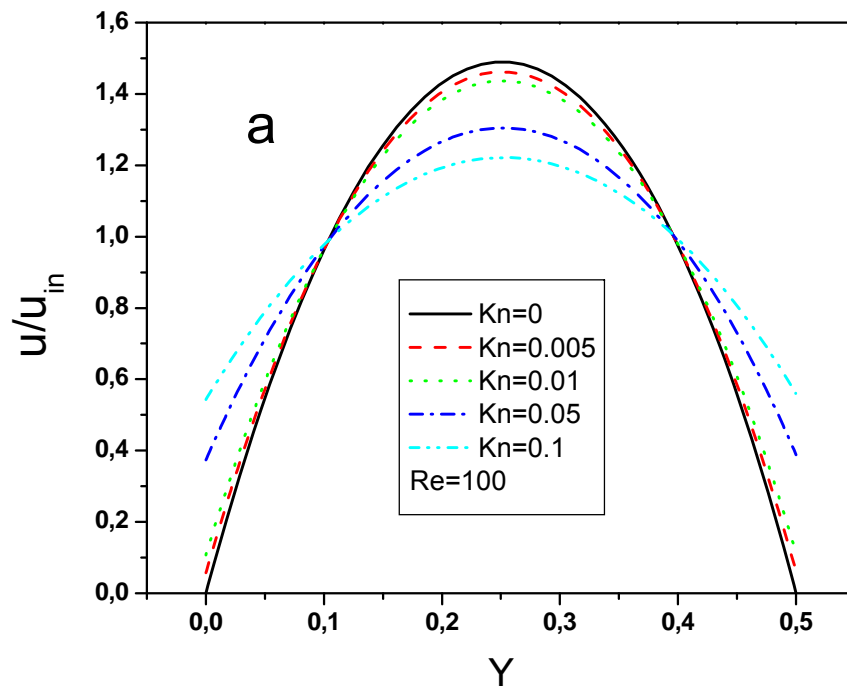
- *Control volume technique*
- *Power law scheme*
- *SIMPLER*
- The discretization grid is non-uniform. It is finer near the tube entrance and near the wall where the velocity and temperature gradient are significant.

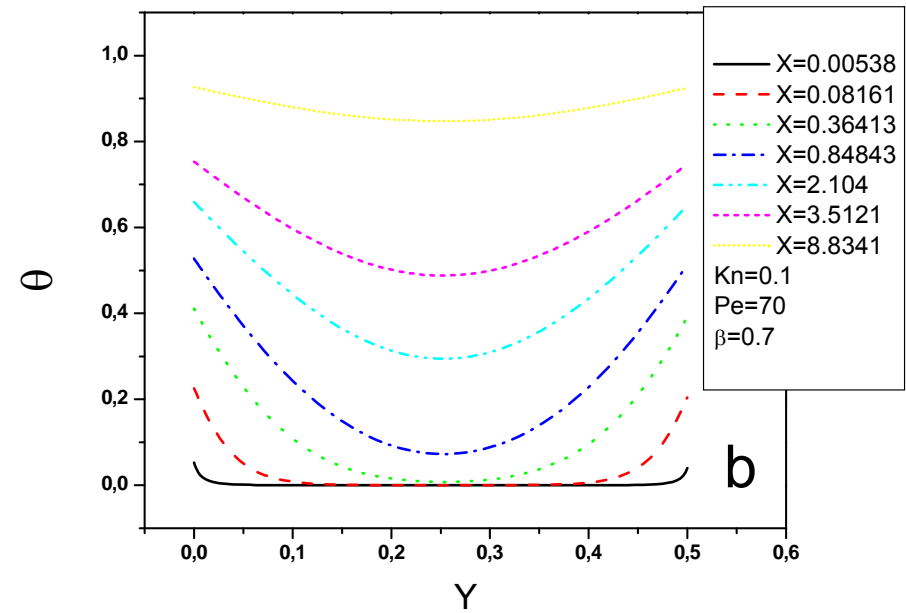
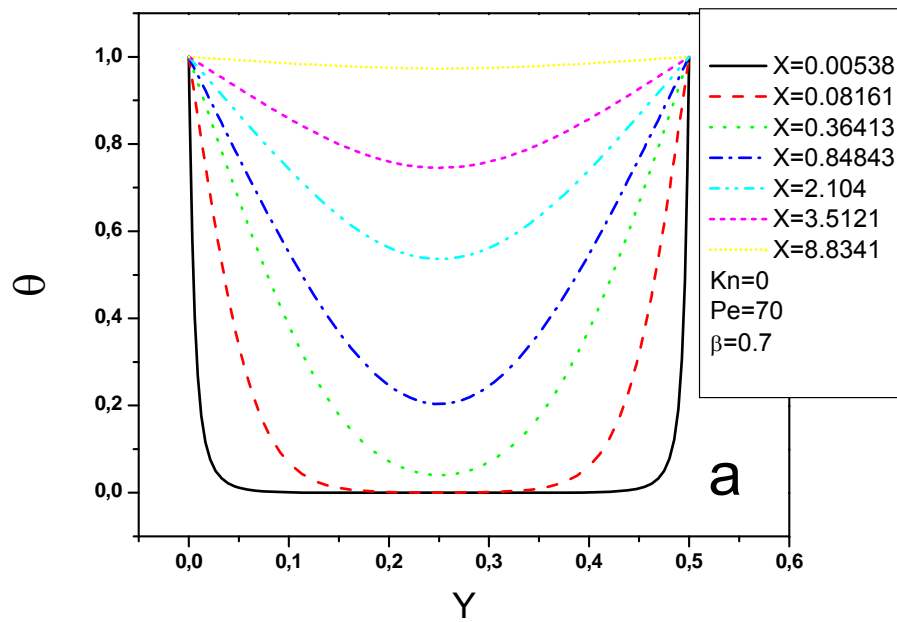
# Validation and Comparison

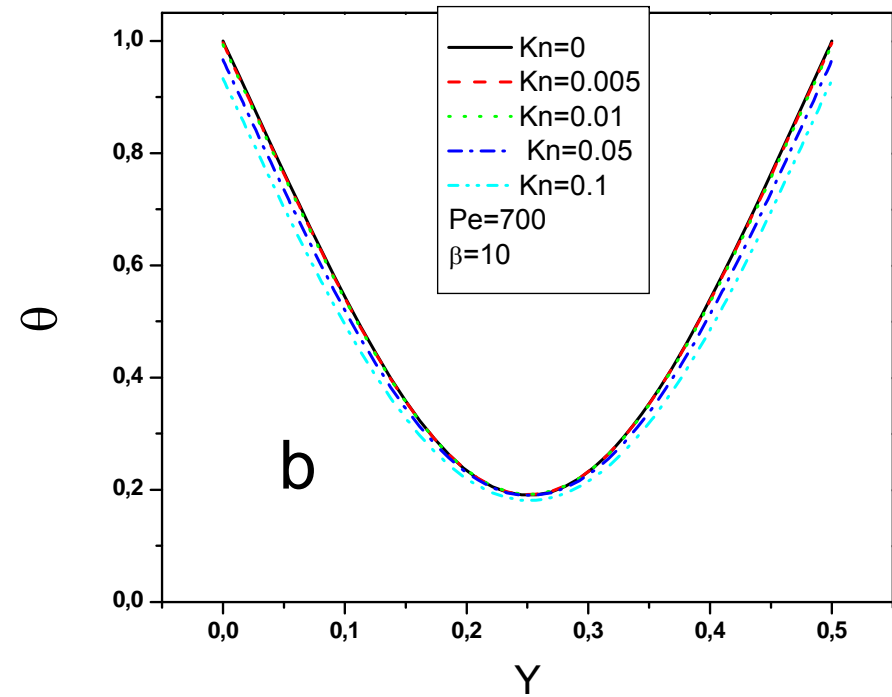
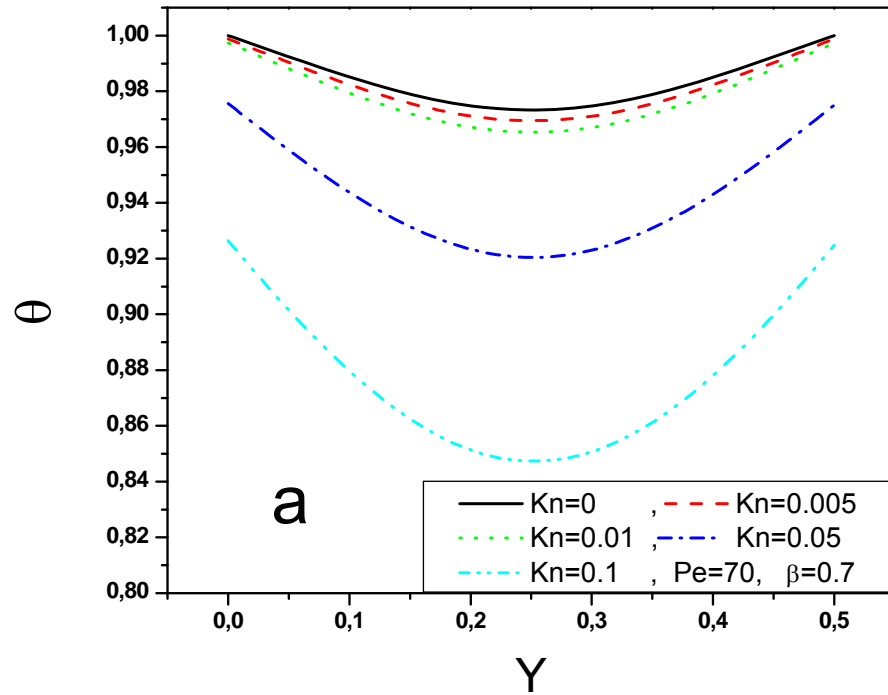




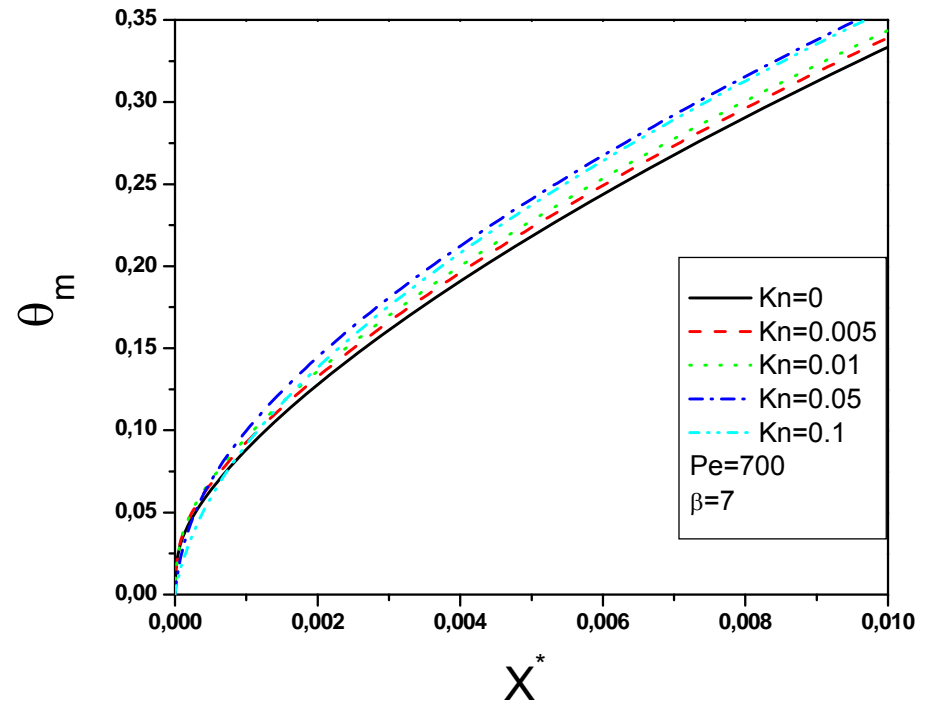
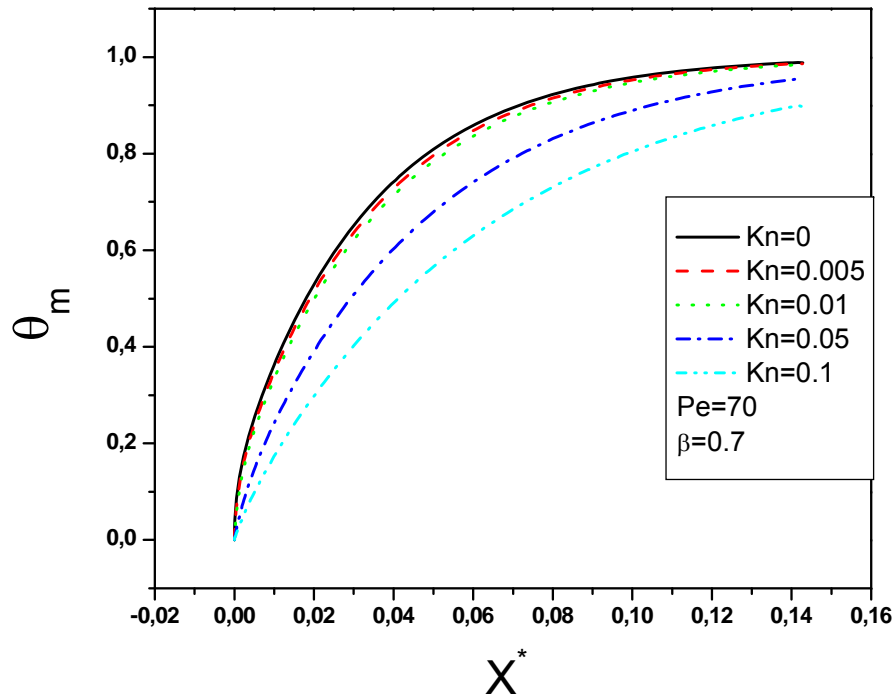
## Results

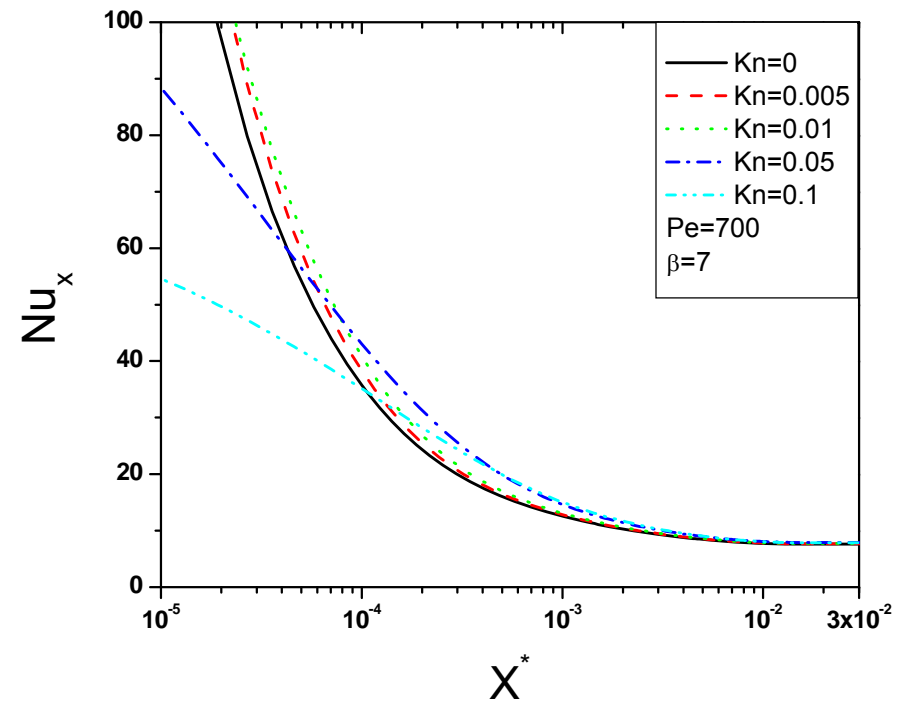
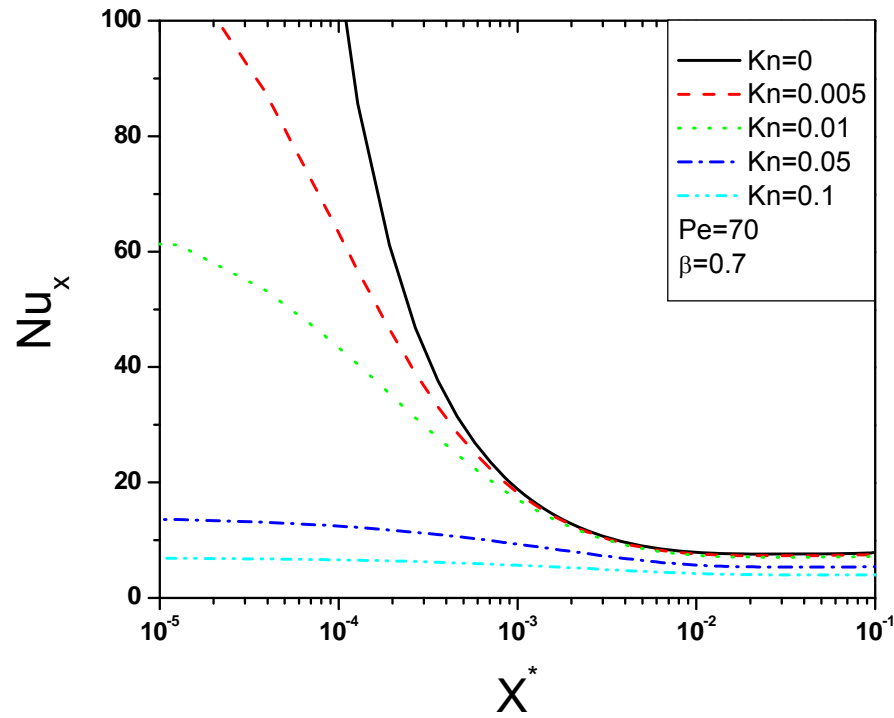


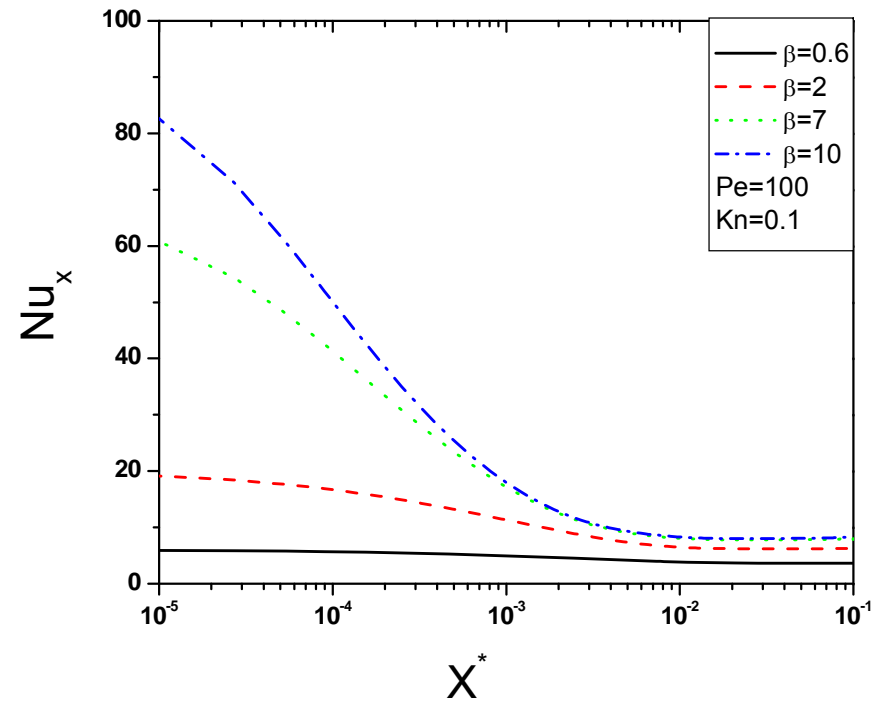
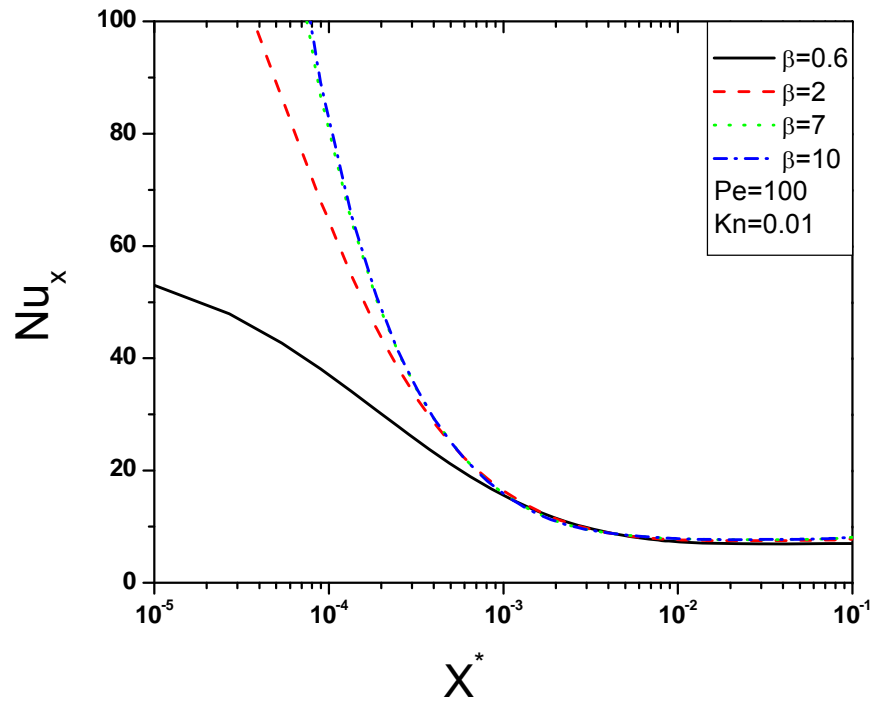












Thanks for your consideration