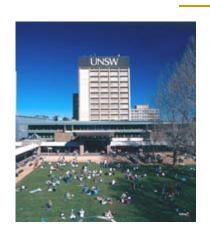
THE SCHOOL OF MECHANICAL & MANUFACTURING ENGINEERING UNIVERSITY OF NEW SOUTH WALES SYDNEY AUSTRALIA



Dr GARY ROSENGARTEN
HEAD OF THERMOFLUIDS

NOVEMBER 2008





UNSW

- UK Times ranking- 45 in world 2008
- Engineering -27 in world 2008
 - top in Australia
- AGSM MBA Programs are consistently ranked as No. 1 in Australia and as top-tier programs on a global scale



Facts and Figures

- Students (2007 enrolments) 39,067
- International Students (2007 enrolments) 7,839
- Staff (2007 head count) 6,014
- Degrees and diplomas awarded (2006) 9,175
- Total degrees and diplomas awarded since year of foundation 204,167
- Alumni 191,396
- Faculties 9
- Schools 75
- Centres 69
- Institutes 6
- Principal teaching hospitals 4
- Residential colleges 8
- Undergraduate programs available 325
- Postgraduate programs available 656
- Kensington site: area (ha) 38
- Permanent buildings 85
- Items in University Library 2.7m



Mechanical Engineering

Academic and research staff	30
Laboratory & workshop staff	21
Administrative staff	11
Undergraduate students	1000
Master coursework students	110
Research students (ME, PhD)	90



Major Research Areas

- Fundamental Research Areas
 - Fluid & Thermal Engineering
 - Manufacturing System & Processes
 - Robotics & Autonomous Systems
 - Vibration & Dynamics
 - Design & Analysis
- Emerging Research Areas
 - Micro/Nano Manufacturing
 - Life Cycle Engineering



Fluid & Thermal Engineering

- Computational Fluid Dynamics
- Refrigeration and Air Conditioning
- Solar Thermal Energy
- Internal Combustion Engines
- Microfluidics, micro-heat exchangers
- Biomimetics
- Aerodynamics

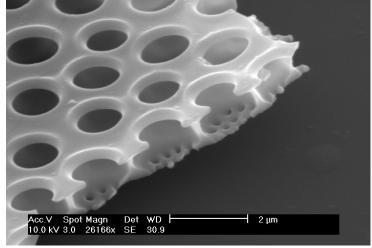
Approximately 13 academic/research staff 30 research students

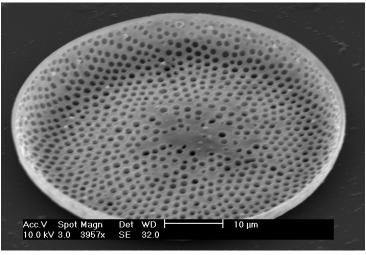


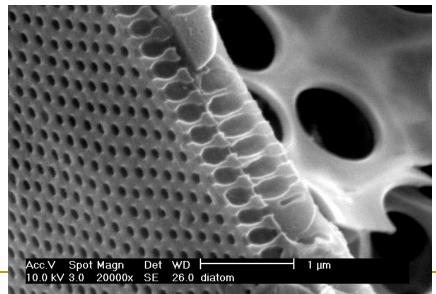
Biomimetics and nanofluidics- Marine diatom







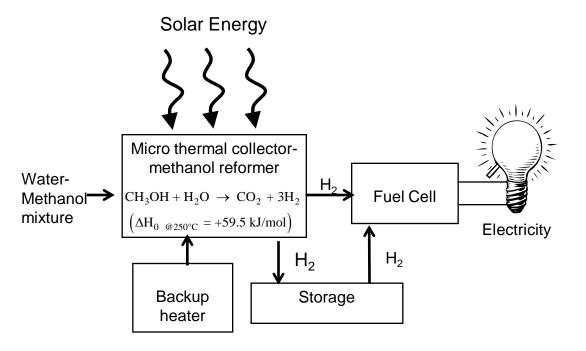






Fluid & Thermal Engineering

- Solar Thermal Energy
 - Development of solar energy products





Large outdoor test laboratory for solar thermal energy products



Internal Combustion Engines-high fidelity simulation

- The IC engine will remain dominant for the coming decades.
 - Efficiency and emissions improvements must continue.
 - Must be optimized to alternative fuels.
- The traditional trial and error design process is too slow.
 - Computational models must be improved.
 - Develop and apply computational models for multi-scale, multi-physics reacting flows

DNS methane-air premixed jet flame

