

# SOCRATCES

## Integration of a power cycle with the SOCRATCES scheme

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EKETA  
ΕΒΝΙΚΟ ΚΕΝΤΡΟ  
ΕΡΕΥΝΑΣ & ΤΕΧΝΟΛΟΓΙΚΗΣ  
ΑΝΑΤΥΞΗΣ

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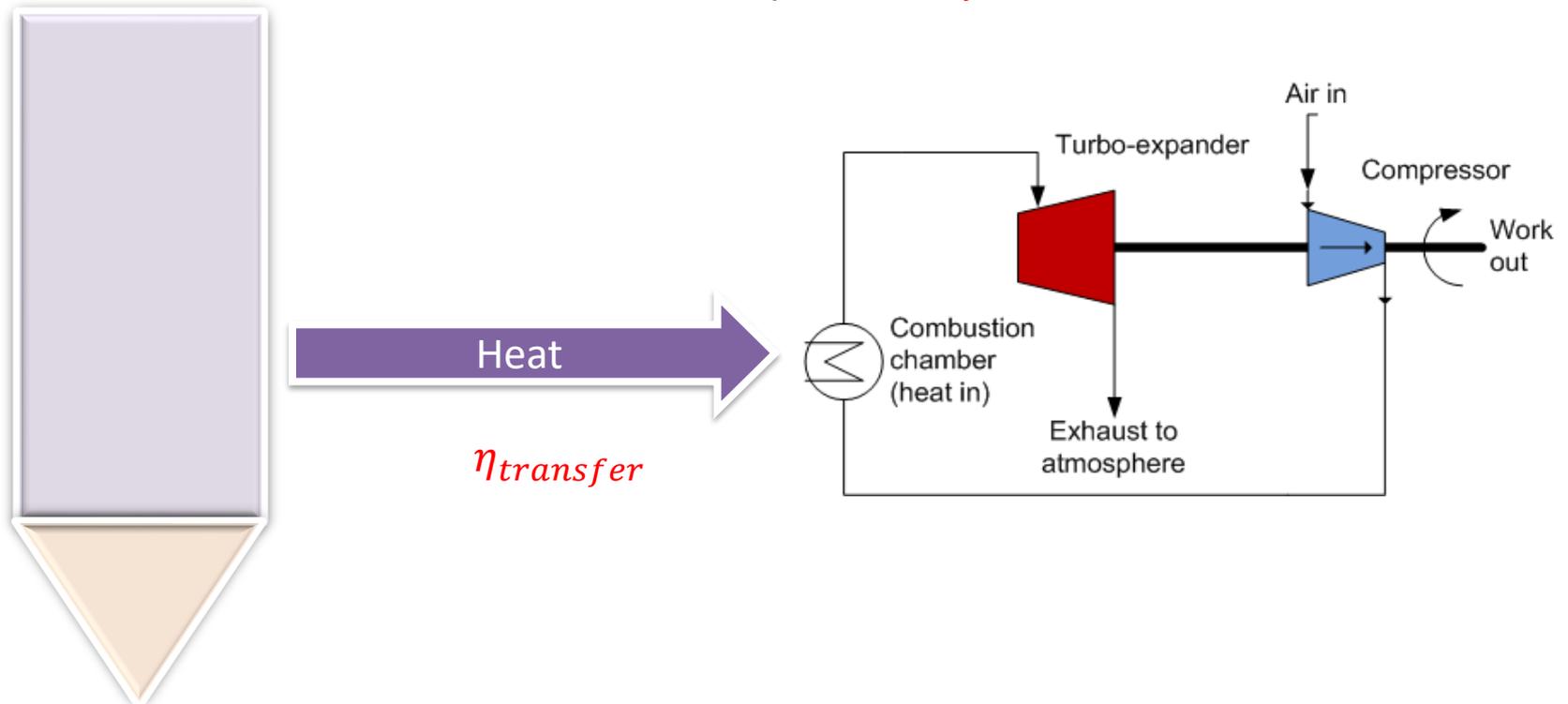
Sociedade Portuguesa de Inovação



## The power block within SOCRATCES

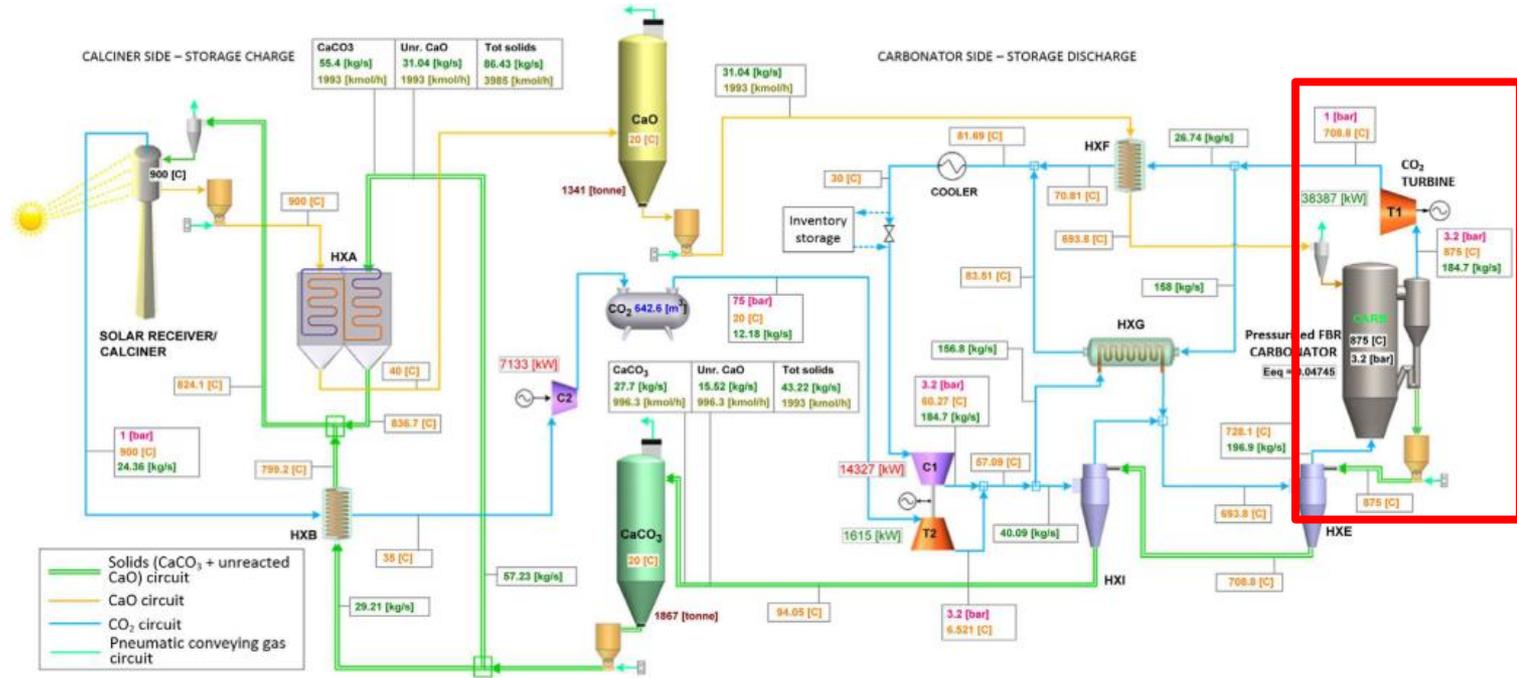
Hooking up conventional thermal-electrical conversion technologies to the SOCRATCES scheme

$$\eta_{overall} = \eta_{cycle} \eta_{transfer}$$

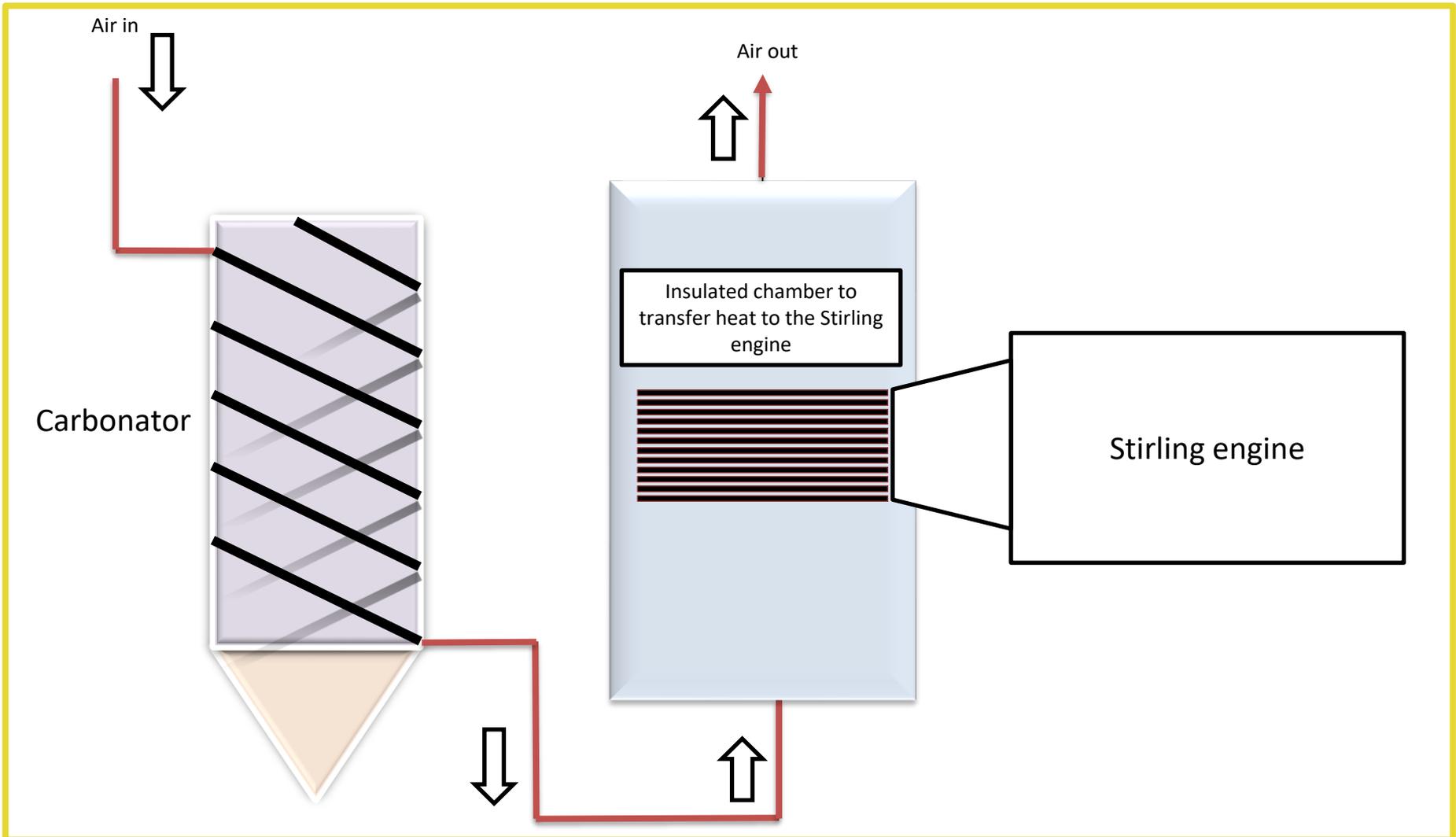


# Direct integration

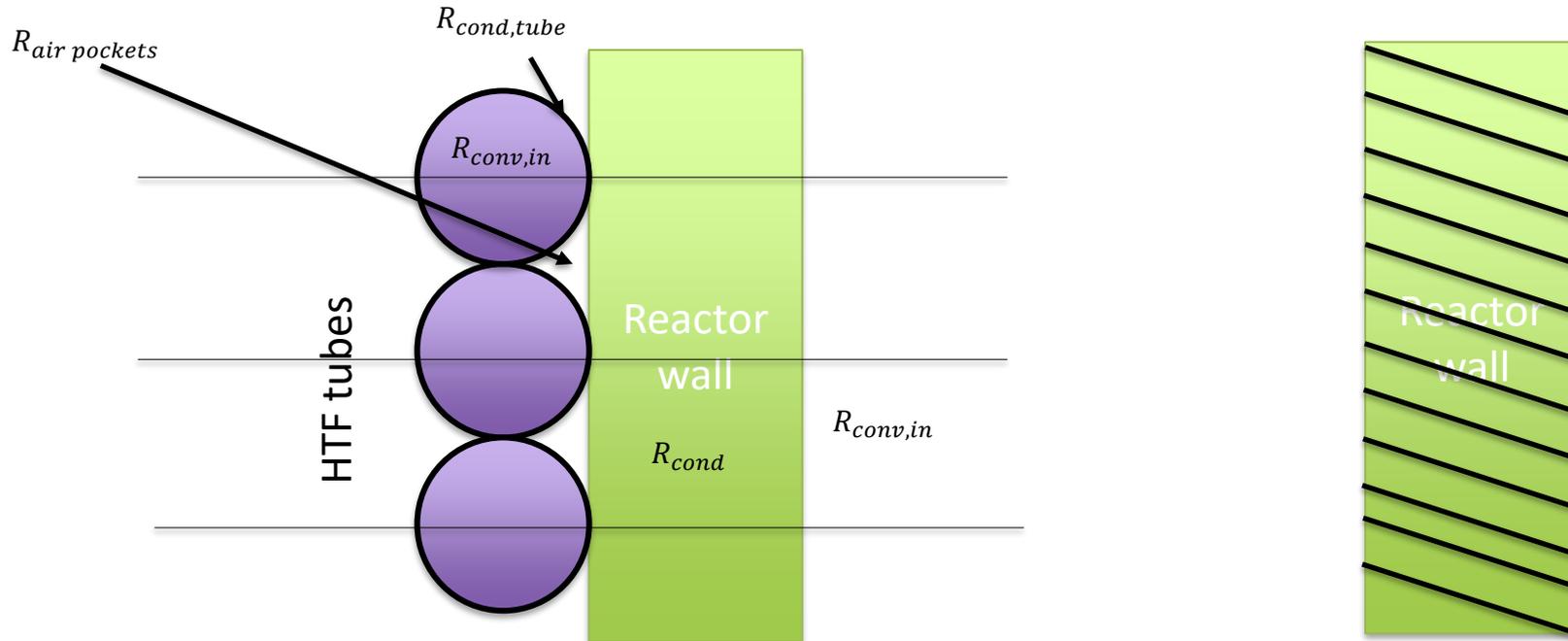
Ortiz et al. (2019)



## Pilot scale integration for the prototype in Spain

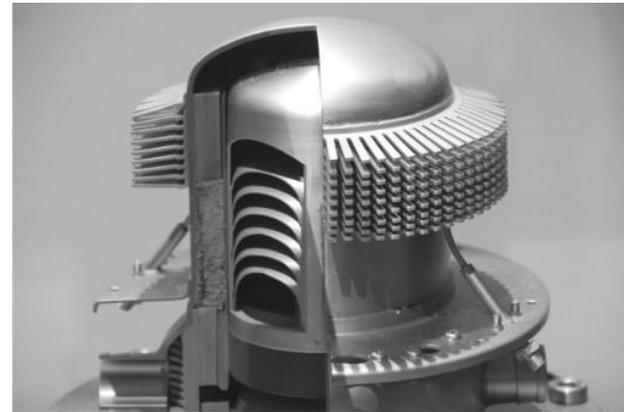
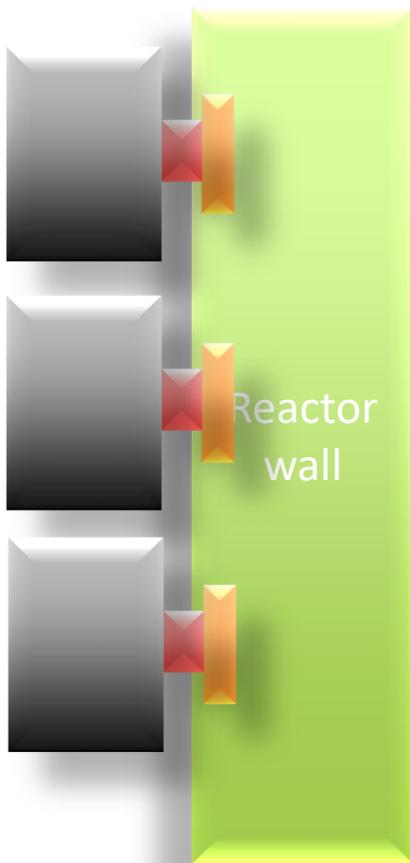


## Stirling engine integration optimization with the carbonator

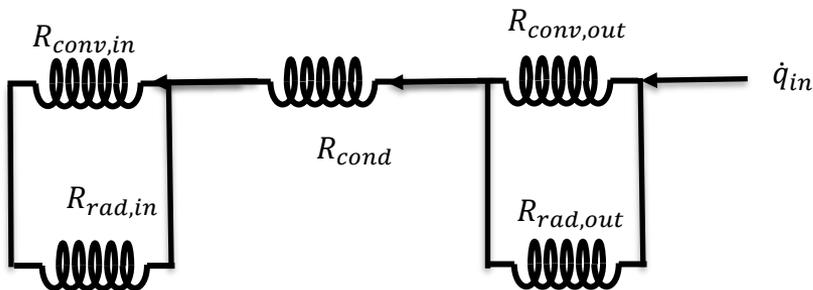
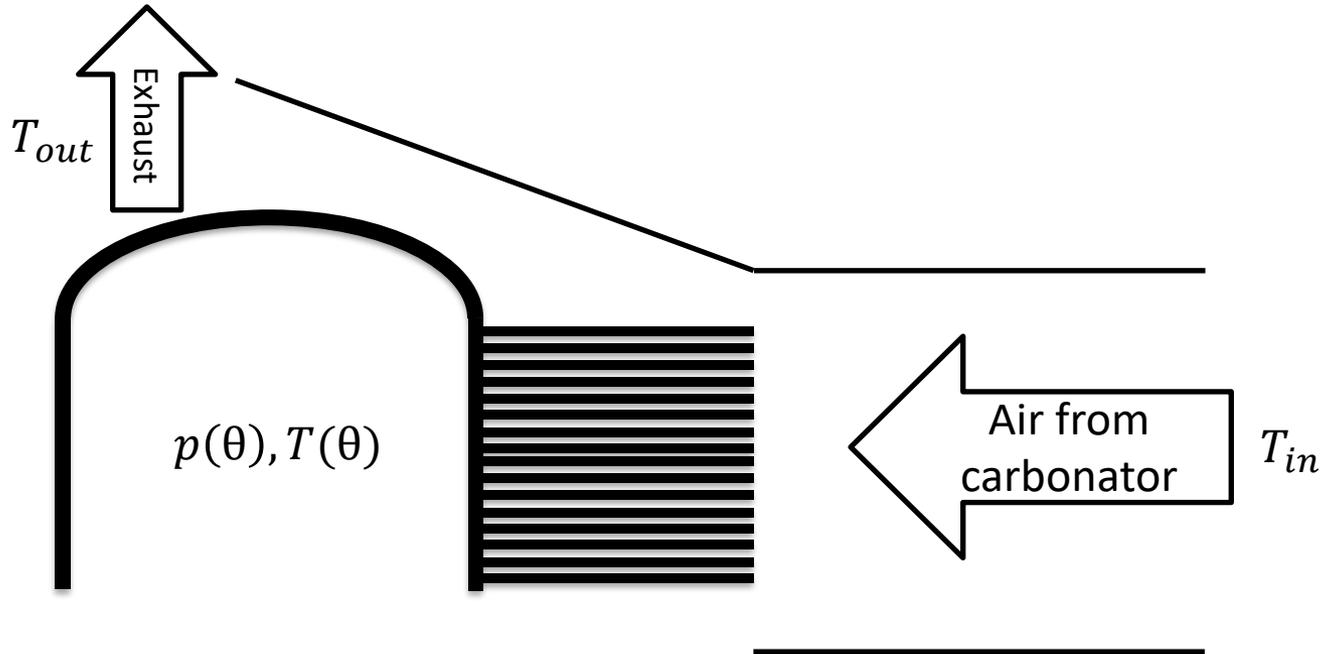


- Pressure issues
- Contact issues at high temperatures
- Avoidable thermal resistances are there
- Very little contact area, making heat transfer slower

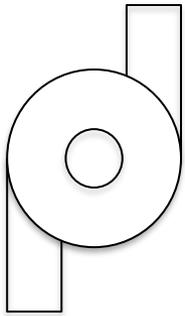
## Stirling engine integration optimization with the carbonator



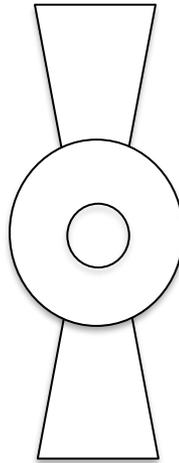
# Stirling engine integration optimization with the carbonator



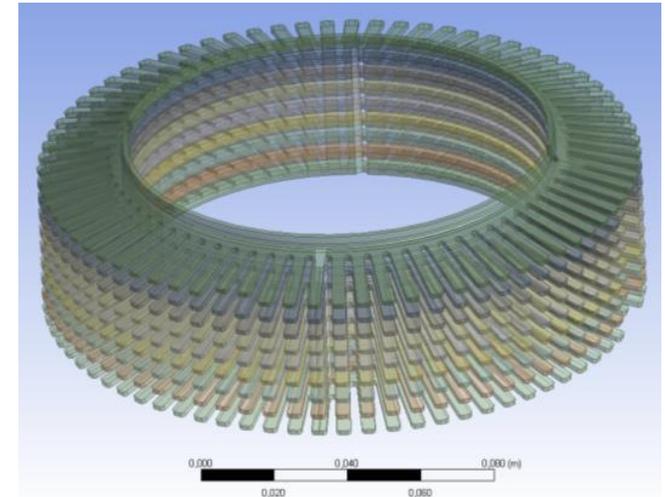
## Investigated configurations



Configuration 1:  
Opposed  
tangential inlets  
with axial exit



Configuration 2:  
Opposed radial inlets  
with axial exit

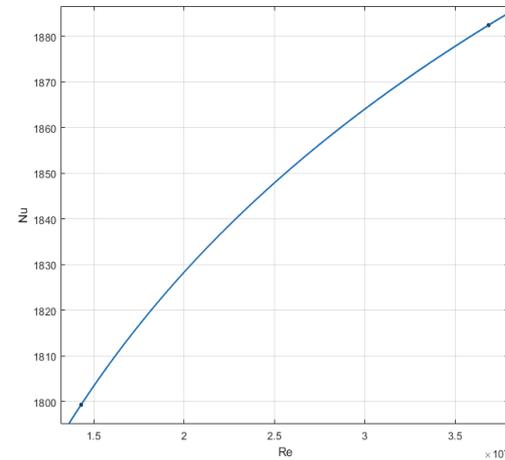
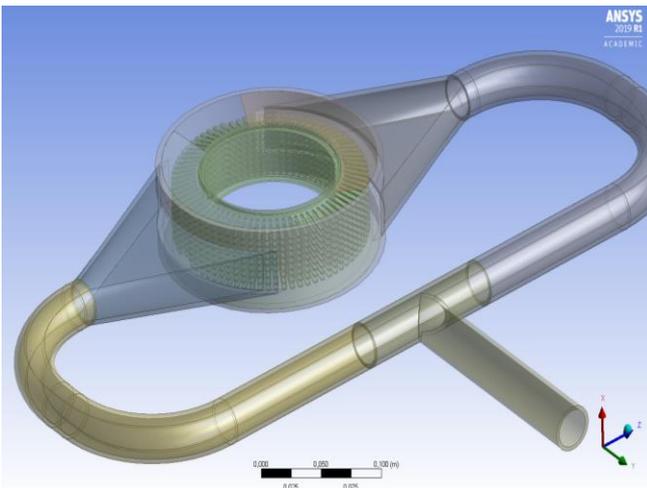
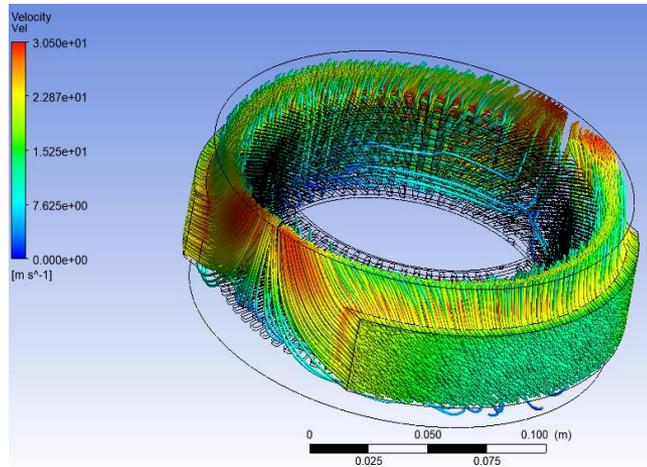


The heat exchanger  
(hot side) of the  
Microgen 1 kW  
engine

## Mathematical model

$\frac{dQ_k}{d\theta} = \frac{V_k c_v dp}{R d\theta} - c_p (T_{ck} m_{ck'} - T_k m_{kr'})$ $\frac{dQ_r}{d\theta} = \frac{V_k c_v dp}{R d\theta} - c_p (T_k m_{kr} - T_k m_{krh})$ $\frac{dQ_k}{d\theta} = \frac{V_h c_v dp}{R d\theta} - c_p (T_h m_{rh} - T_{he} m_{he'})$ $\frac{dW_c}{d\theta} = \frac{p dV_c}{d\theta}$ $\frac{dW_e}{d\theta} = \frac{p dV_e}{d\theta}$ $\frac{dW}{d\theta} = \frac{dW_c}{d\theta} + \frac{dW_e}{d\theta}$	<p>Work and heat content derivatives</p>	$\frac{dm_c}{d\theta} = \frac{\left(\frac{p dV_c}{d\theta} + \frac{V_c dp}{\gamma d\theta}\right) R}{T_{ck}}$ $\frac{dm_e}{d\theta} = \frac{\left(\frac{p dV_e}{d\theta} + \frac{V_e dp}{\gamma d\theta}\right) R}{T_{he}}$ $\frac{dm_k}{d\theta} = \frac{m_k dp}{p d\theta}$ $\frac{dm_r}{d\theta} = \frac{m_r dp}{p d\theta}$ $\frac{dm_h}{d\theta} = \frac{m_h dp}{p d\theta}$	<p>Mass content derivatives</p>
$\frac{dT_c}{d\theta} = T_c \left( \frac{dp}{p d\theta} + \frac{dV_c}{V_c d\theta} - \frac{dm_c}{m_c d\theta} \right)$ $\frac{dT_e}{d\theta} = T_e \left( \frac{dp}{p d\theta} + \frac{dV_e}{V_e d\theta} - \frac{dm_e}{m_e d\theta} \right)$	<p>Compression and expansion space derivatives</p>	$T_{ck} = T_c; m_{ck'} > 0$ $T_{ck} = T_k; m_{ck'} \leq 0$ $T_{ck} = T_h; m_{he'} > 0$ $T_{he} = T_e; m_{he'} \leq 0$	<p>Temperature conditions</p>
$m_c = \frac{p V_c}{R T_c}, m_k = \frac{p V_k}{R T_k}, m_r = \frac{p V_r}{R T_r}$ $m_h = \frac{p V_h}{R T_h}, m_e = \frac{p V_e}{R T_e}$	<p>Mass contents of the five different zones at any specific <math>\theta</math></p>	$q_{out} = (1 - \epsilon_\omega) q_{in,rad} + n^2 \epsilon_\omega \sigma T_w^4$ $q_{in,rad} = \int_{\vec{s} \cdot \vec{n} > 0} \vec{I}_{\vec{s}} \cdot \vec{n} d\Omega'$ $\nabla \cdot (\vec{r}, \vec{s}) \vec{s} + (a + \sigma_s) I(\vec{r}, \vec{s}) = a n^2 \frac{\sigma T^4}{\pi} + \frac{\sigma_s}{4\pi} \int_0^{4\pi} I(\vec{r}, \vec{s}') \Phi(\vec{s}, \vec{s}') d\Omega'$	<p>Radiative heat transfer equations</p>

## Results and conclusions



Average radiative heat rate	1.07 kW
Average convective heat rate	4.6 kW
Total heat flow through the heat-exchanger's external wall	5.67 kW
Average convective heat transfer coefficient at the heat-exchanger's external wall	245.65 W/m <sup>2</sup> .K
Average velocity	9.08 m/s
Maximum velocity	34 m/s
Minimum velocity	0.0008 m/s
Pressure at inlet (gauge)	120 Pa
Pressure at outlet (gauge)	-0.27 Pa
Pressure difference	120.27 Pa
Film temperature at the heat-exchanger's external wall	799.9 K

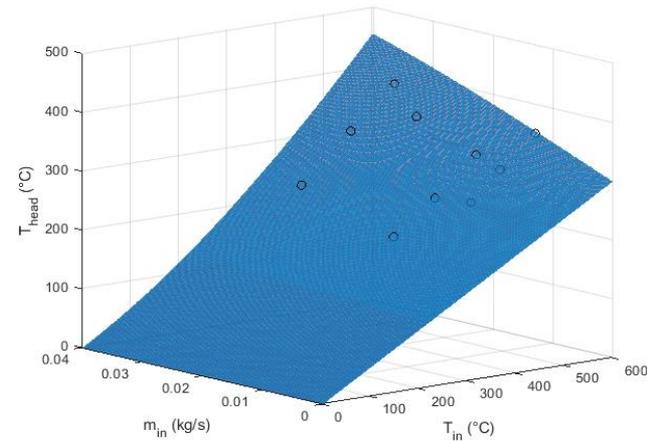
## Results and conclusions

### Type 1 performance

Flow rate (kg/s)	Incoming HTF T (K)	Power (W)	Thermal efficiency (%)
0.046	1083	1102	<b>18.0</b>
0.021	818	225	<b>8.7</b>

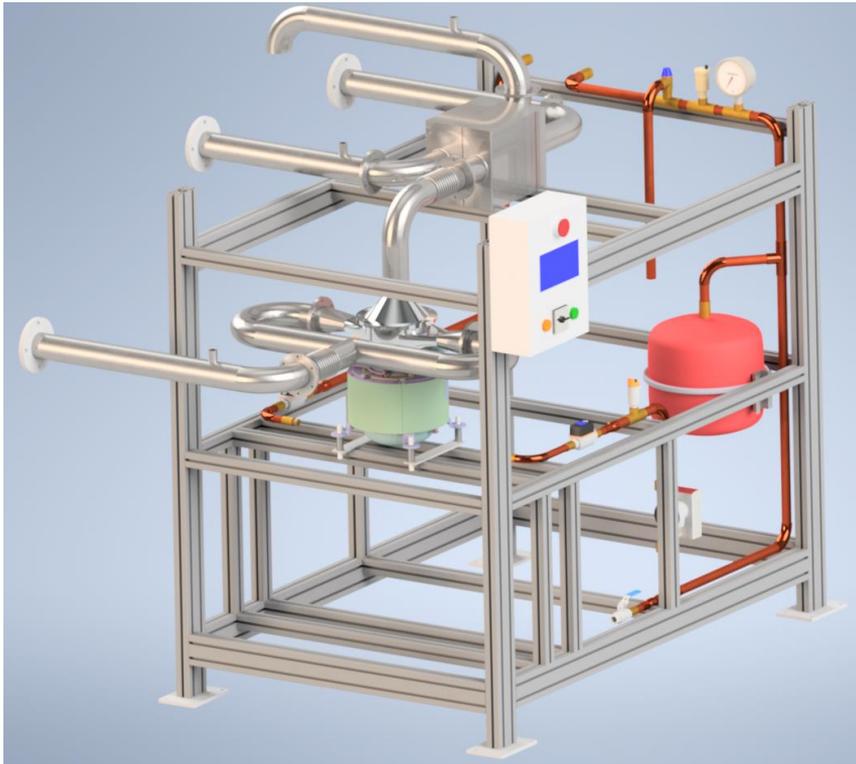
### Type 2 performance

Flow rate (kg/s)	Incoming HTF T (K)	Power (W)	Thermal efficiency (%)
0.033	829	636	<b>24.52</b>
0.026	792	510	<b>18.67</b>



- Considerable improvement in performance achieved with very little change introduced.
- Considerably higher turbulence in type 2 configuration.

## The power block



# SOCRATCES

## Thanks for your attention



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