



Engineering, Operations & Technology  
Boeing Research & Technology

Research & Technology

# Advanced Heat Exchangers for Enhanced Air-Side Performance: A Design and Manufacturing Perspective

Dr. Arun Muley

Boeing Research and Technology, Huntington Beach, CA, USA

in

ARPA-E Advanced Dry Power Plant Cooling Workshop  
Chicago, IL, May 12-13

# Presentation Outline

- **Introduction**
- **Current SOA and Need for “Next Generation HX Technology”**
  - Selective examples: aerospace, automotive, process and power
    - Air-side performance improvement
  - Design Considerations
    - System requirements and integration
  - “Next Generation” Cooling Technology Development
    - Multidisciplinary approach for technology and product roadmap
- **Closing Remarks**

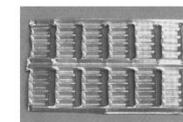
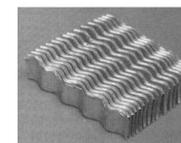
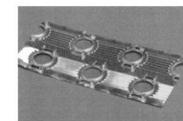
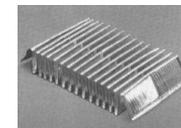
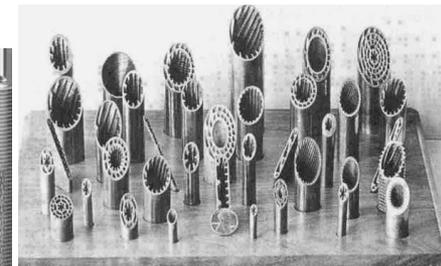
# Advanced Thermal Management Systems

- **High performance, compact, low cost heat exchanger technology needed for increasing heating and cooling requirements in various TM systems**
- **Novel compact heat exchangers solutions are needed in**
  - **Aerospace**
    - Environmental control, avionics and engine oil cooling systems
  - **Automotive**
    - Waste Heat Recovery and Exhaust gas recirculation system
  - **Power**
    - Thermal management for microturbine and fuel cell systems
  - **Process**
    - Heating /cooling and waste heat recovery systems
- **Design and fabrication innovations need to address**
  - Accommodate demand for increased performance with minimum pressure loss
  - Reduced size (volume, envelop dimensions, aspect ratio) and/or weight
  - Affordable, **modular** and/or scalable

# Enhanced Heat Transfer Techniques for Compact Heat Exchangers

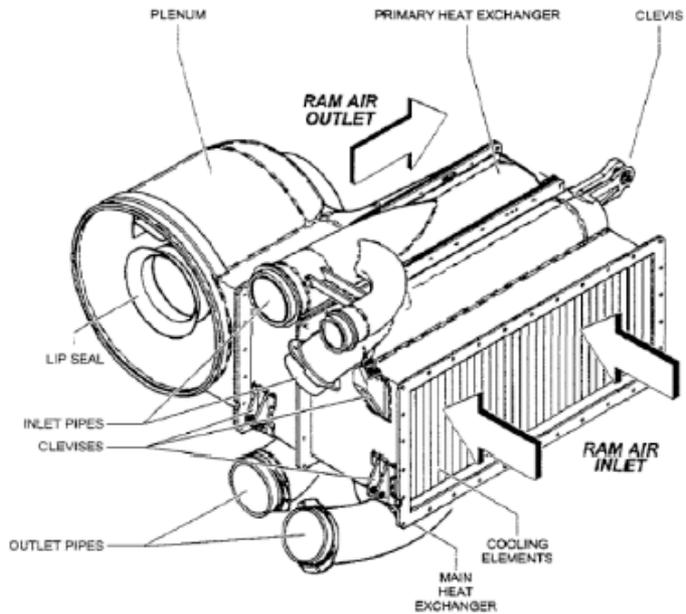
- **Enhanced heat transfer (EHT) techniques provide**
  - Reduction in thermal resistance ( $1/hA$ ) of a conventional design
    - With or without surface area increase (as obtained from extended /fin surfaces)
- **EHT classification include two major categories**
  - Passive enhancement - most commonly used method
  - Active enhancement - direct input of external power
  - **Compound enhancement** - use of two or more methods
- **Effectiveness of particular method depends on**
  - Mode of heat transfer and flow regime
    - Single or two phase flow, free or forced convection, laminar or turbulent flow
    - Type of application (two-fluid HX vs. single fluid HS)

Passive	Active
Treated Surfaces Rough Surfaces Extended Surfaces Displaced enhancement devices Swirl flow devices /surfaces Coiled tubes Surface tension devices Liquid gas additives	Mechanical aids Surface vibration Fluid vibration Electrostatic fields Injection Suction Jet impingement

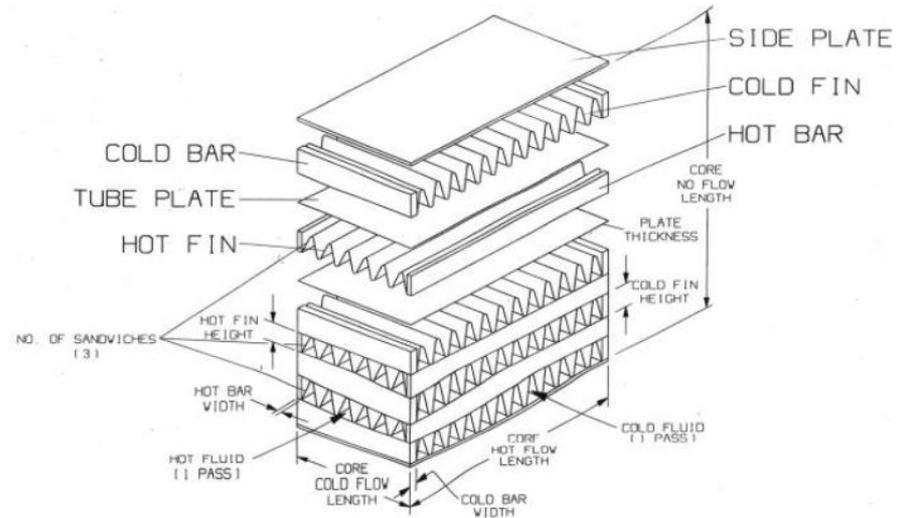


# Aerospace Applications – ECS Heat Exchanger

- Heat transfer enhancement techniques and novel design concepts allow
  - Increase in performance for fixed size and/or Weight, or conversely
  - Reduction in heat exchanger size and/or weight
    - Reduction in size and weight are not the same



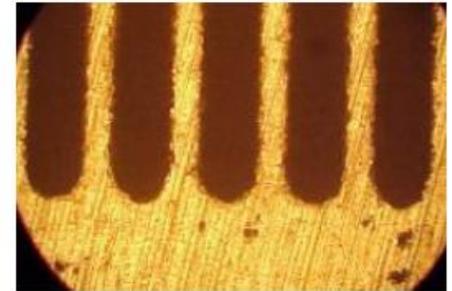
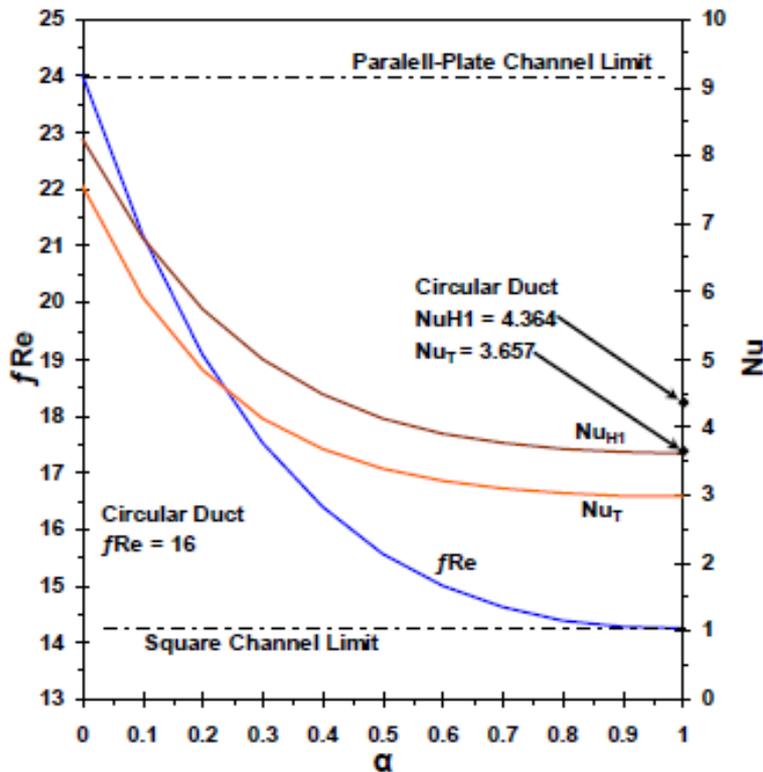
HX layout in a typical Aircraft Air Conditioning (ACS) Pack



Schematic of a typical single-pass, cross-flow, platefin heat exchanger

# Aerospace Applications– Microchannel Heat Exchangers

- Flow channel geometry /shape is important for high performance Microchannel HXs
- Additive manufacturing or improvements in conventional fabrication methods are needed to resolve current challenges
- Additional benefits can be obtained by incorporating compound enhancement methods



Fabricated Microchannel Fin with AR = 0.069

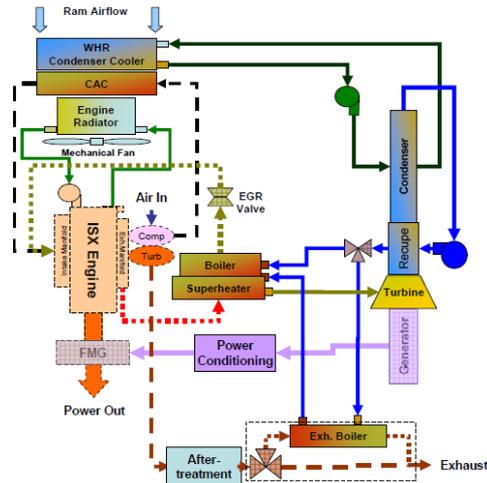


Subscale Microchannel Heat Exchanger

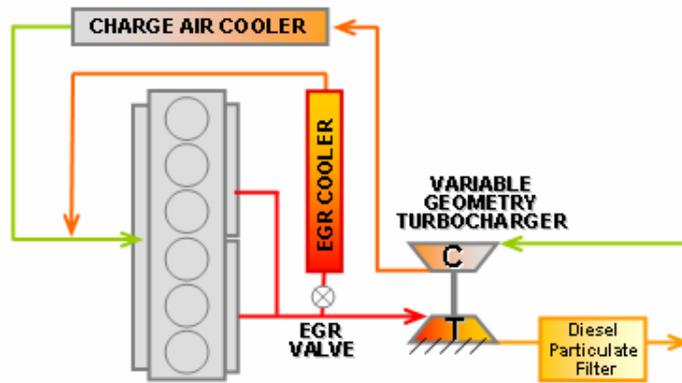
Enhanced microchannel HXs could provided appreciable (20 - 50%) volume / weight improvement over current SOA designs

# Automotive Applications :

## Organic Rankine Cycle – Cummins System



## EGR Cooler for a Typical High Pressure EGR System



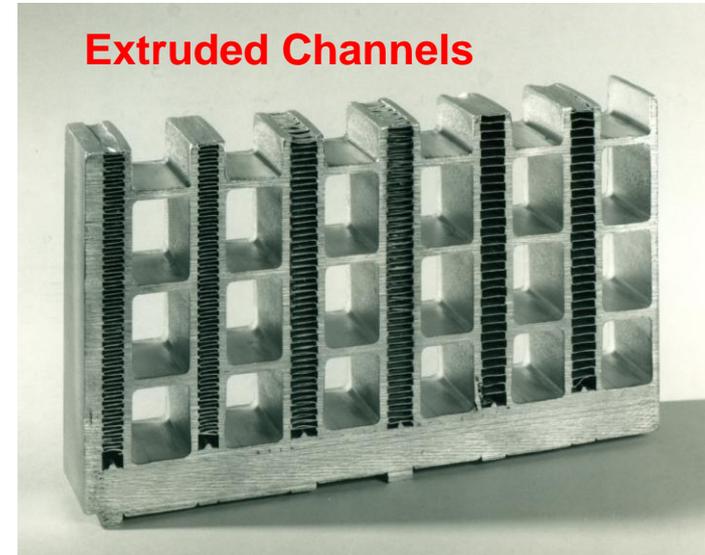
*Future Higher Exhaust Gas Flow Will Challenge Heat*



Improved material, hybrid HX core designs coupled with compound enhancement offer potential for appreciably (~30%) higher performance

# Process Applications

- **Air-Cooled Condensers / Heat Exchangers**
  - Distillation processes and cooling process streams in oil refining and petrochemical industries
  - Organic Rankine Cycle (ORC) of geothermal specifically enhanced geothermal system (EGS) for locations with scarcity of water
  - Emerging power cycle, such as SCO<sub>2</sub>
  - Heat integrated chemical reactors with high heat of reaction followed by recovery of process heat



**Brazed AL PF Heat Exchanger**

# Power Generation Applications - Prime Surface Recuperator

## ■ Several innovative designs have been considered

- Plate fin, Tubular and Prime surface

## ■ Requirements

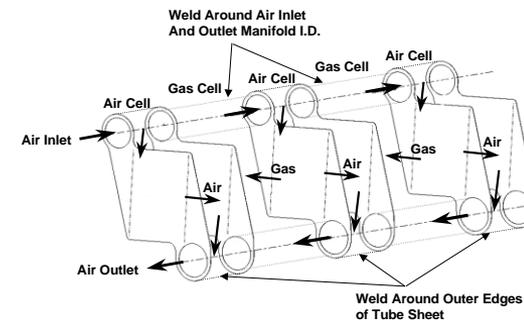
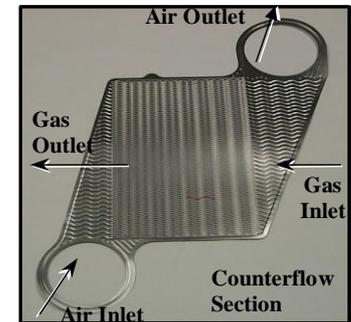
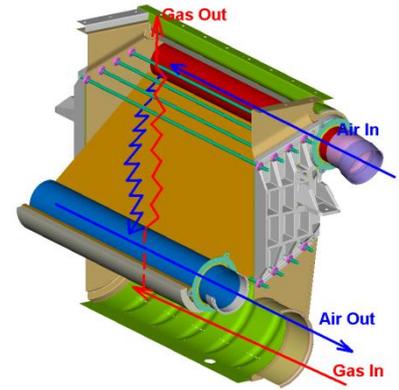
- Thermal-Hydraulics
  - High thermal effectiveness (~90%)
  - Low pressure loss ( $dP/P < 5\%$ )
- Mechanical design
  - Long operating life (~40,000 hours)
  - Steep start and shutdown temperature transients

## ■ Typical recuperator operating conditions

- Flow rates: 40-100 lbm/min
- Temperature: ~1200 °F; Pressure: ~ 60 psi

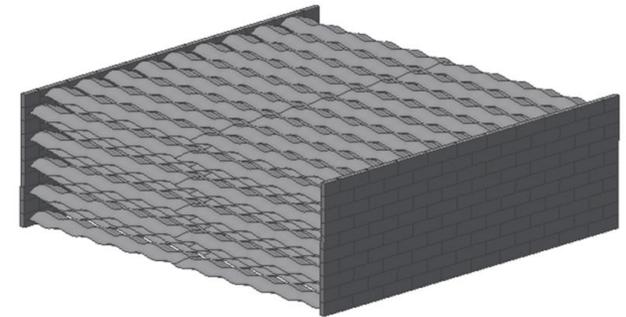
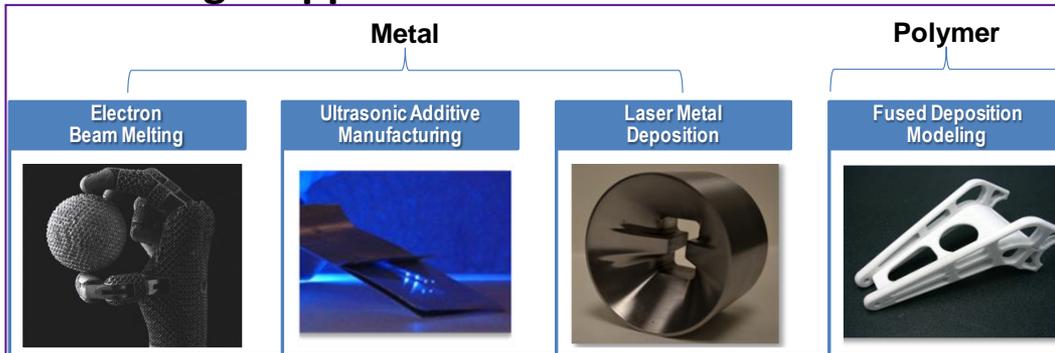
## ■ Wide variety of heat transfer surfaces:

- Offset, wavy, plain extended fin surfaces and enhanced tubes
- SOA design based on a corrugated wavy channel due to high performance and suitability suitable for low-cost high volume production
- Compared to brazed offset plate-fin 40% smaller volume and 70% lower material cost

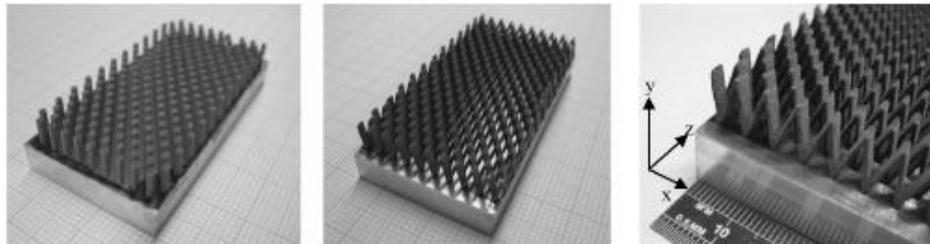
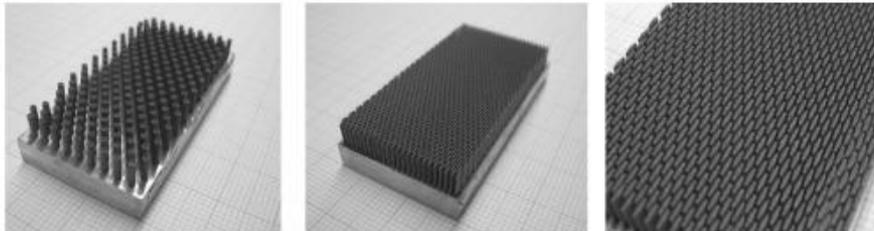


# Additive Manufacturing

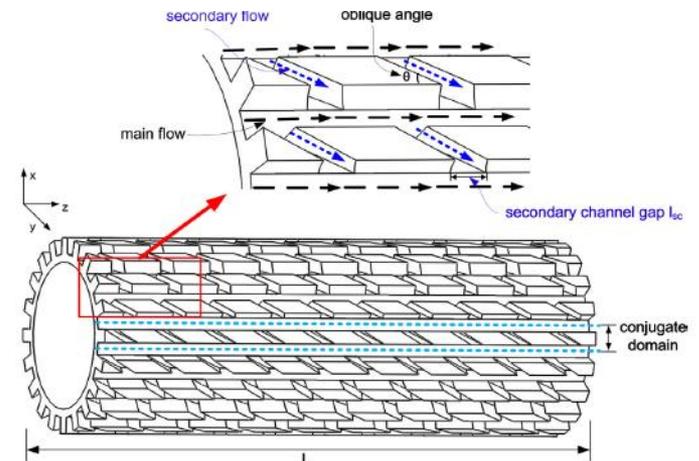
- Collaborate with AM equipment providers to develop high-performance materials, low-cost feedstock, processing techniques and in-situ characterization and controls for heat exchanger applications



3D Printed Microtruss HX Core



SLM fabricated Pin, Diamond, Ellipse and V-Ellipse Al6061 HS



Cylindrical Oblique Microchannels

Additive Manufacturing is crucial for developing “Next-Generation” heat exchangers

# Closing Remarks

- **Air Side heat transfer enhancement plays a critical role in broad heat exchange application across several industries**
- **Novel “Next Generation” technology**
  - *Heat transfer augmentation – compound enhancement methods*
  - *Material advancement – High performance, non-metals, superalloys and hybrid materials*
  - *Fabrication Innovations- Low cost, advanced manufacturing methods*
- **Integrated technology and product development roadmap is needed**
- **Innovations in conventional fabrication methods in conjunction with suitable use of Additive Manufacturing are crucial in obtaining effective cooling solutions for power plant and other TM systems.**

**Multidisciplinary and modular Heat Exchanger technology development**

# References

- Fan, Y., Lee, P. S., Jin, L. Chua, B. W. and Zhang, D., 2014, “A Parametric Investigation of Heat Transfer and Friction Characteristics in Cylindrical Oblique Fin Minichannel Heat Sink, *IJHMT*, Vol. 68, pp567-584.
- Linnett, K. and Crabtree, R., 1993, “What’s Next in Commercial Aircraft Environmental Control Systems?”, SAE paper # 932057.
- Nelson, C., 2009, “Exhaust Energy Recovery, a presentation on DoE funded R&D project, No. DE-FC-26-05NT42419.
- Strumpf, H. J. and Muley A., 2007, “Advanced Heat Exchanger for Use with Aircraft Engines,” International Symposium on Airbreathing Engines (ISABE 2007), Beijing, China.
- Manglik, R. M., 2003 “Heat Transfer Enhancement”, in the Handbook of Heat Transfer by Bejan and Kraus, John Wiley and Sons.
- Muley, A., and Sundén, B., 2003, “Advances in Recuperator Technology for Gas Turbine Systems,” Proceedings of 2003 ASME International Mechanical Engineering Congress and Exposition, Washington D.C. Paper No. IMECE2003-43294, ASME Publication NY.
- Muley, A., Borghese, J., Myott, R. P., and Shah, R K., 2006 “Advanced Thermal Management for Fuel Cell and Automotive Applications,” in Proceedings of 2006 ASME International Mechanical Engineering Congress and Exposition, Paper No. IMECE2006-15981, ASME Publication NY.
- Wong, M., Owen, I. and Sutcliffe, 2009, “Pressure Loss and heat Transfer Through Heat Sinks Produced by Selective Laser Melting,”, Vol. 30, No. 13, pp. 1068-1076.

# Acknowledgements

The encouragement and assistance provided by Mr. Carl Kiser, Honeywell Transportation Systems and Dr. C. B. Panchal of E3Tec Service, LLC is greatly appreciate. The author also acknowledges the support provided by his colleagues, Mr. Charlie Kusuda, Dr. Dave Dietrich and the BRT management.

**Thank You**

