



Transient characteristics of flow boiling in large micro-channel heat exchangers



Seunghyun Lee, Issam Mudawar*

Boiling and Two-Phase Flow Laboratory (PU-BTFFL), School of Mechanical Engineering, Purdue University, 585 Purdue Mall, West Lafayette, IN 47907, USA

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ABSTRACT

This study investigates both time-averaged and transient characteristics of large area micro-channel evaporators incorporated into an R-134a vapor compression loop that simulates thermal control for future space vehicles. The loop contains two separate micro-channel evaporators, one to simulate heat acquisition from the spacecraft crew and the other from the avionics. Both evaporators feature parallel $1 \times 1\text{-mm}^2$ micro-channels, with the smaller crew evaporator yielding relatively low qualities, and the larger avionics evaporator both low and high qualities. Heat transfer measurement and high speed video are used to investigate variations of heat transfer coefficient with quality for different mass velocities and heat fluxes, as well as transient fluid flow and heat transfer behavior. Relatively low qualities in the crew evaporator are dominated by slug flow and the nucleate boiling mechanism. On the other hand, the avionics evaporator produces different flow regimes and heat transfer mechanisms depending on quality range, with low qualities associated with slug flow and dominated by nucleate boiling, and high qualities by annular flow and convective boiling. Further increases in quality trigger incipient dryout of the annular film and transition to mist flow. An important transient phenomenon that influences both fluid flow and heat transfer is a liquid wave composed of remnants of liquid slugs from the slug flow regime. The liquid wave serves to replenish dry wall patches in the slug flow regime and to a lesser extent the annular regime. Two-phase flow in the two evaporators shows clear signs of parallel-channel instability.

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1. Introduction

1.1. Implementation of vapor compression loop in spacecraft Thermal Control Systems (TCSs)

Managing heat dissipation in future manned space missions is complicated by anticipated increases in power consumption and waste heat dissipation [1]. The heat dissipation onboard spacecraft is managed with the aid of a Thermal Control System (TCS), which is tasked with heat acquisition from crew and avionics, heat transport to a condenser/radiator, and heat rejection from the radiator. And while past spacecraft have relied on single-phase liquid TCS, there is now serious interest in using two-phase TCS to capitalize on weight reductions made possible by greatly improved heat transfer performance realized with flow boiling and condensation.

Aside from the need to manage greatly increased amounts of heat, future spacecraft are expected to tackle different types of missions (e.g., missions to near Earth objects, Lunar surface,

Martian surface, and deep space), with vastly different gravitational as well as temperature environments [2]. The latter can be classified into ‘cold’ environments, associated with heat sink temperatures that are lower than that of the TCS working fluid, and ‘warm’ environments, where the heat sink temperature exceeds that of the working fluid. While cold environments allow heat rejection from the TCS condenser/radiator using a pumped two-phase loop, warm environments necessitate the use of a vapor compression heat pump to reject the heat. Two specific mission stages that require vapor compression are Low Lunar Orbit (LLO) and Low Mars Orbit (LMO), with heat sink temperatures as high as 17 and 22 °C, respectively, both exceeding the lowest coolant temperature in the TCS evaporators of about 5 °C [2].

To tackle both cold and warm environments, Singh and Hasan [3] proposed the concept of a reconfigurable TCS that could operate as a pumped two-phase loop in cold environments, or a vapor compression loop in warm environments. Lee et al. [2] investigated the thermodynamic performance of this Hybrid Thermal Control System (H-TCS) for different space missions and identified R134a as optimum working fluid. The present study concerns the heat pump configuration of a H-TCS. Addressed in this study are dominant

* Corresponding author. Fax: +1 (765) 494 0539.

E-mail address: mudawar@ecn.purdue.edu (I. Mudawar).

URL: <http://engineering.purdue.edu/BTFFL> (I. Mudawar).

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