



Numerical investigation of fully developed laminar flow in irregular annular ducts: Triangular–circular combinations



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ABSTRACT

The aim of this study is to reduce the required pumping energy by obtaining accurately the friction factor – Reynolds number product (fRe) of the steady fully developed laminar flow in annular ducts. The study is focused on the annular region between equilateral triangular and circular ducts under all possible combinations. For this purpose, the governing equations are solved using high order finite element method. For regular annuli, it is found that higher values of area ratio lead to monotonic increase in (fRe) value, with $(fRe)_{\max} = (24, 42.67, 96)$ at the respective values of $(D_h) = (0.5, 0.75, 1)$ regardless of the particular geometry. For irregular annuli, higher values of area ratio lead to an increase followed by a decrease in (fRe) value, with $(fRe)_{\max} = (79.631, 35.392, 19.921)$ at the respective values of $(D_h) = (0.5, 0.75, 1)$ for the (CT) case, and correspondingly $(fRe)_{\max} = (91.02, 40.45, 22.85)$ for the (TC) case. On the other hand, it is found that (fRe) value inversely proportional with the hydraulic diameter (D_h). For all cases considered in this study, the largest (fRe) at the representative values (AR) = 30% is found for the (CC) case with $(fRe)_{\max} = 95.43$ whereas the smallest (fRe) is found for the (CT) case with $(fRe)_{\min} = 17.544$. More importantly, irregular annuli outperformed the regular annuli and thus are recommended to replace the classical regular annuli currently used in double duct heat exchangers. This in turn will significantly decrease the pumping energy required in such applications in industry.

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1. Introduction

Analyzing laminar flow through single and annular ducts was the main target for many researchers due to the involvement of such flows in many engineering applications, such as piping systems and heat exchangers. Therefore, laminar flow in single duct was investigated thoroughly during the second half of the last century. One of the most comprehensive studies in this field was conducted by Sparrow [1], in which the product of friction factor and Reynolds number (fRe) values were obtained for the case of laminar flow in a wide range of single-duct cross-sectional shapes. Saha [2] obtained numerically the (fRe) values of three different single non-circular ducts (triangular, square, and sinusoidal duct). Similar work was carried out by Uzun and Unsal [3], and they found that (fRe) values obtained in their study are slightly higher than the values obtained by Saha [2].

Pendergast et al. [4] established analytical solution for the velocity profile of steady incompressible laminar fluid flow

through ducts of arbitrary cross-sectional area and compared their analytical model with experimental data. The results showed that the new analytical model for velocity profile agreed significantly with the previous experimental data. Ray and Date [5] investigated the effect of inserting twisted tape inside a square duct. They studied the relationship between the friction factor (f) and Reynolds number (Re) and they obtained a correlation for (f) that showed excellent agreement with available experimental results. In addition, they showed that the friction factor is inversely proportional with Reynolds number. Xue [6] applied the Galerkin method to analyze the laminar flow in helical pipes. This study opened the gate for using the Galerkin method in the analysis of laminar flow in ducts.

Ray and Misra [7] investigated the effect of adding fillets to square and equilateral triangular ducts. In their work, they showed that the added fillet increases the (fRe) value for the small range of fillet radius, and decreases the (fRe) value when the range of fillet radius increases for both square and triangle ducts. This result also approved by Chakraborty and Ray [8] for the square ducts. Another comprehensive study in this field was also carried out by Muzychka and Yovanovich [9]. They studied the friction loss in ducts by focusing on the product value of friction factor and

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