

GENERAL INDEX

1. INTRODUCTION AND OBJECTIVES	1
1.1. Motivation.....	1
1.2. Background and literature survey on adsorption refrigeration systems	4
1.2.1. Current status of the technology	4
1.2.2. Review of mathematical models	11
1.2.2.1. Thermodynamic models	12
1.2.2.2. Dynamic models	14
1.3. Purpose and objectives of the PhD study.....	25
2. ADSORPTION COOLING SYSTEM THEORY	29
2.1. Adsorption concept.....	29
2.2. Basic adsorption cooling system.....	30
2.3. Adsorption cooling system for automotive air conditioning purposes	34
2.3.1. Traditional MAC system environmental impacts.....	34
2.3.2. Operating principle	36
2.3.3. Working pair	40
2.3.4. Real adsorption cycle on the Dühring diagram.....	41
3. EXPERIMENTAL SETUP	43
3.1. Prototype system description.....	43
3.1.1. Introduction.....	43
3.1.2. Principle of the system operation	44
3.2. System components design and specifications	47
3.2.1. Thermal compressor	47
3.2.2. Evaporator	48
3.2.3. Condenser	50
3.2.4. Tubing and valves (liquid and vapour)	51
3.3. System control	51
3.4. Experimental procedure	53
3.4.1. Laboratory tests	53
3.4.2. Settable operating conditions	55
4. OPTIMIZATION STUDY OF THE ADSORBENT BED HEAT EXCHANGER DESIGN	57
4.1. Introduction.....	57

4.2.	Literature review on sorption bed design.....	59
4.3.	Design of the adsorbent bed heat exchanger under study	61
4.4.	Heat transfer model.....	68
4.4.1.	Heat transfer paths	68
4.4.2.	Model assumptions	69
4.4.3.	Overall thermal conductance estimation.....	70
4.4.4.	Performance estimation.....	77
4.4.4.1.	Maximum coefficient of performance.....	79
4.4.4.2.	Maximum specific cooling capacity.....	86
4.5.	Parametric studies.....	88
4.5.1.	Base-case design parameters.....	88
4.5.2.	Effect of the bed design parameters on the bed specific thermal conductance and maximum specific cooling capacity	90
4.5.2.1.	Geometrical parameters	91
4.5.2.2.	Thermal conductivity	97
4.5.3.	Effect of the bed design parameters on the maximum system performance	100
4.5.3.1.	Desorption heat.....	101
4.5.3.2.	Heat transfer fluid/adsorbent mass ratio	102
4.5.3.3.	Metal/adsorbent mass ratio.....	103
4.5.3.4.	Operating temperatures.....	104
5.	DESCRIPTION OF THE DYNAMIC MODEL.....	109
5.1.	Introduction.....	109
5.2.	Thermophysical properties of the adsorbent.....	110
5.2.1.	Adsorption rate.....	110
5.2.2.	Adsorption equilibrium	112
5.2.3.	Adsorption enthalpy.....	114
5.2.4.	Equivalent specific heat of the adsorbent.....	114
5.3.	Thermodynamic properties of the refrigerant.....	115
5.3.1.	Latent heat of vaporization.....	115
5.3.2.	Saturation temperature	115
5.3.3.	Specific heat of the vapour.....	116
5.4.	Heat exchanger model.....	116
5.5.	Sorption bed equations.....	119
5.5.1.	Assumptions	119

5.5.2.	Energy balance for the sorption bed.....	122
5.5.3.	Mass balance for the sorption bed.....	127
5.5.4.	Pressure in the sorption bed.....	128
5.5.5.	Refrigerant flow and vapour valves operation strategy	129
5.6.	Condenser equations.....	131
5.6.1.	Assumptions.....	131
5.6.2.	Energy balance for the condenser	132
5.6.3.	Mass balance for the condenser	134
5.6.4.	Pressure in the condenser	135
5.7.	Evaporator equations.....	136
5.7.1.	Assumptions.....	136
5.7.2.	Energy balance for the evaporator.....	138
5.7.3.	Mass balance for the evaporator.....	140
5.7.4.	Pressure in the evaporator.....	141
5.8.	System Performance.....	142
5.8.1.	Cooling capacity of the system.....	143
5.8.2.	Condenser capacity.....	143
5.8.3.	Heating capacity of the bed	143
5.8.4.	Cooling capacity of the bed.....	144
5.8.5.	Coefficient of performance	144
5.9.	Numerical solver	144
6.	VALIDATION OF THE DYNAMIC MODEL	149
6.1.	Introduction.....	149
6.2.	Consistency checking of the model	150
6.3.	Validation of the model with experimental tests.....	152
6.3.1.	Operation of the system	152
6.3.2.	Testing conditions.....	153
6.3.3.	1 st – Operation mode : Tests performed without heat recovery	154
6.3.4.	2 nd – Operation mode : Tests performed with heat recovery.....	158
6.3.5.	System performance evaluation.....	161
7.	PERFORMANCE ESTIMATION OF AN ONBOARD ADSORPTION A/C SYSTEM	
	Error! Bookmark not defined.	
7.1.	Introduction.....	165
7.2.	Onboard adsorption A/C system implemented in the overall model	165

7.3.	Overall system model – Brief description	167
7.3.1.	Overall model structure.....	167
7.3.2.	Assessment tests – Brief description.....	169
7.3.2.1.	Testing facility.....	169
7.3.2.2.	Testing cycle.....	171
7.3.2.3.	Thermal Testing Conditions	172
7.3.3.	Start-up conditions.....	173
7.4.	Optimization of the onboard adsorption A/C system at constant operating conditions.....	175
7.4.1.	Introduction.....	175
7.4.2.	Cycle time optimization.....	175
7.4.3.	System layout modification	179
7.5.	Performance estimation of the onboard adsorption A/C system at real driving conditions.....	187
7.5.1.	Introduction.....	187
7.5.2.	Beds control strategy	187
7.5.3.	Test nº 1 - Equivalent European Summer Conditions	188
7.5.4.	Test Nº 3 - Cooldown	194
7.5.5.	System performance comparison at different test conditions.....	197
7.5.6.	Performance of an adsorption A/C system for a truck.....	198
7.5.7.	Effect on the performance when using two radiators.....	198
8.	CONCLUSIONS	201
9.	FUTURE WORK	207

FIGURE CAPTIONS

Fig. 1. Adsorption/desorption process.....	29
Fig. 2. Schematic diagram: (a) Basic adsorption cooling system, (b) Ideal basic cycle in a Dühring diagram: Saturation liquid-vapour curve for the refrigerant (EC, dashed line), isoster curves (thin lines), and adsorption cycle (bold line). Heating period: step A-B and step B-D; Cooling period: step D-F and step F-A.	32
Fig. 3. Layout of the adsorption chiller: Detailed view.	37
Fig. 4. Scheme of the onboard adsorption air conditioning system implemented in the car.	39
Fig. 5. Real adsorption cycle of the adsorption system under study in a Dühring diagram: Saturation liquid-vapour curve for the water (EC, bold line), isosters (thin lines), and adsorption cycle (bold line). Heating period: step 1-2 and step 2-3; cooling period: step 3-4 and step 4-1.....	41
Fig. 6. Design drawing of the onboard adsorption chiller prototype: (a) Full view, (b) Cross-section.	45
Fig. 7. Picture of the onboard adsorption chiller: (a) in the laboratory and (b) installed in the vehicle.....	47
Fig. 8. Thermal compressor design: (a) Two identical containments (i.e. beds) connected to the central vapour housing. (b) Single bed, comprised of three Denso heat exchangers, and inlet/outlet header. (c) Bed water flow arrangement scheme.....	48
Fig. 9. Evaporator: (a) Design scheme, full view (b) Design scheme, side section view, (c) Water flow arrangement scheme, (d) Actual picture.	49
Fig. 10. Condenser: (a) Design scheme, back view, (b) Design scheme, front section view, (c) Water flow arrangement scheme, (d) Actual picture.....	51
Fig. 11. Liquid valves: (a) Design scheme, (b) Actual picture.	53
Fig. 12. Basic layout of the secondary water circuits (heating, cooling and chilled water circuits).	54
Fig. 13. (a) Brazed type flat-tube fin heat exchanger [10]; (b) Actual picture of the adsorbent bed heat exchanger.....	62
Fig. 14. Design sketch of the tube-fin heat exchanger: (a) core; (b) single channel tube and fins; (c) side view of a channel tube; (d) cross view of a channel tube.	63
Fig. 15. Schematic diagram of the modelled adsorbent bed heat exchanger.....	68
Fig. 16. Adsorbent bed heat exchanger control volume (i).	69
Fig. 17. Heat Transfer through the adsorbent bed heat exchanger in one control volume (i): Equivalent thermal circuit.	71
Fig. 18. Equivalent convection heat transfer coefficients estimation.....	72
Fig. 19. Schematic diagram of the 3T adsorption cooling system under study.	78
Fig. 20. Temperature and uptake variation in the bed during a full cycle time: (a) Maximum temperature variation estimation; (b) Maximum uptake variation estimation.	82
Fig. 21. Simulation results obtained at constant operating conditions: Bed temperature evolution.....	83
Fig. 22. Effect of p on specific thermal conductance of the bed and $SCC_{m,p}$	92

Fig. 23. Effect of t/p on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case bed: $p=0.0067$ m; (b) Reduced pitch bed: $p = 0.004$ m.....	93
Fig. 24. Effect of tf/p on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case pitch: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.....	94
Fig. 25. Effect of pf/p on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case pitch: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.....	95
Fig. 26. Effect of $emet/p$ on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case pitch: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.	96
Fig. 27. Effect of t/p and pf/p on specific thermal conductance for: (a) Base-case bed: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.	97
Fig. 28. Effect of adsorbent thermal conductivity on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case pitch: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.	98
Fig. 29. Effect of metal thermal conductivity on specific thermal conductance and $SCC_{m,p}$ for: (a) Base-case pitch: $p=0.0067$ m; (b) Reduced pitch: $p = 0.004$ m.	99
Fig. 30. Effect of the heat transfer fluid thermal conductivity values on: (a) Specific thermal conductance; (b) $SCC_{m,p}$	100
Fig. 31. Effect of the desorption heat for different adsorbent/adsorbate pairs on the maximum performance.....	102
Fig. 32. Effect of the water/adsorbent mass ratio on the $COP_{m,p}$ and $SCC_{m,p}$	103
Fig. 33. Effect of the metal/adsorbent mass ratio on the $COP_{m,p}$ and $SCC_{m,p}$	104
Fig. 34. Effect of the heating water temperature on the $COP_{m,p}$ and $SCC_{m,p}$	105
Fig. 35. Effect of the cooling water temperature on the $COP_{m,p}$ and $SCC_{m,p}$	106
Fig. 36. Effect of the chilled water temperature on the $COP_{m,p}$ and $SCC_{m,p}$	107
Fig. 37. Isosteres of sorption equilibrium of water vapour on Sorbsil A in a Dühring diagram.	113
Fig. 38. Design sketch of the sorption bed under study.	120
Fig. 39. Schematic design of the adsorbent bed heat exchanger basic elements.....	120
Fig. 40. Schematic design of the condenser under study.....	131
Fig. 41. Schematic design of the evaporator under study.....	137
Fig. 42. Simplified structure of the adsorption system model.....	145
Fig. 43. Energy Balance of the system.	150
Fig. 44. Instantaneous thermal power of the heat transfer fluid (heating and cooling water).....	152
Fig. 45. Layout of the liquid valves of the heating and cooling circuits.	153
Fig. 46. Comparison between calculated and experimental results - 1st Operation Mode (No Heat Recovery): (a) Bed 1 and Bed 2 pressures and outlet water temperatures; (b) Temperature and pressures at condenser and evaporator; (c) Cooling capacity and condenser capacity; (d) Thermodynamic cycle for a sorption bed (Bed1) on the Dühring diagram; (e) Equilibrium and non-equilibrium uptake evolution in the bed (Bed 1).	158
Fig. 47. Comparison between calculated and experimental results – 2nd Operation Mode (Heat Recovery Mode): (a) Bed 1 and Bed 2 pressures and outlet water temperatures; (b) Temperature and pressures at condenser and evaporator; (c) Cooling capacity and condenser Capacity; (d) Thermodynamic cycle for a sorption bed (Bed1) on the Dühring diagram.....	161

Fig. 48. Layout of the onboard adsorption A/C system proposed by ECN under the framework of the Topmacs project.	167
Fig. 49. Overall Model structure under MATLAB® Simulink®.....	169
Fig. 50. Scheme of a climatic chamber with rolling bench suitable to perform the A/C assessment tests.....	171
Fig. 51. NEDC-2ECE cycle	172
Fig. 52. Scheme of the onboard adsorption A/C system (ECN system design) and operating temperatures considered for the parametric studies.....	176
Fig. 53. Effect of the cycle time on the system performance at different ambient temperatures: (a) Cooling Capacity and (b) COP.	178
Fig. 54. Scheme of the proposed system (alternative system design) and operating temperatures considered for the parametric studies.	180
Fig. 55. Effect of the cycle time on the system performance for different system layouts: (a) Cooling Capacity and (b) COP.....	182
Fig. 56. Variation of the bed heating and cooling water temperatures with cycle time for different system layouts: (a) ECN system design; (b) Alternative system design.	184
Fig. 57. Variation of the evaporator and condenser secondary water temperatures with cycle time for different system layouts: (a) ECN system design (b) Alternative system design.....	186
Fig. 58. Test N° 1: Equivalent European Summer Conditions (28 °C and 50% RH). Start-Up Strategy: Dry Beds. Calculated values: (a) Temperature and pressure evolution at bed 1 and bed 2; Engine coolant temperature and mass flow rate evolution; (b) Uptake evolution; (c) Cooling capacity evolution; (d) Cabin temperature evolution.....	191
Fig. 59. Test N° 1: Equivalent European Summer Conditions (28 °C and 50% RH). Three Start-Up Strategies: Dry Beds, 1 Dry Bed and Saturated Beds. Calculated values: (a) Cooling capacity evolution; (b) Cabin temperature evolution.	193
Fig. 60. Test N° 3: Cooldown (+43 °C and 35 % RH). Start-Up Strategy: Dry Beds. Calculated values: (a) Temperature and pressures evolution at bed 1 and bed 2; (b) Uptake evolution; (c) Cooling capacity evolution; (d) Cabin temperature evolution. ...	196
Fig. 61. Performance of the system at 28 °C (Test N°1, Start-Up Strategy: Dry Beds) for different system layouts: (a) Cooling capacity evolution; (b) Cabin temperature evolution.....	200

TABLE CAPTIONS

Table 1. List of participants on the Topmacs project.	36
Table 2. Summary of the system control.	52
Table 3. Settable operating conditions.....	55
Table 4. Geometrical parameters for the base-case bed.....	64
Table 5. Base-case parameters values.	90
Table 6. Adsorption properties for the working pairs under study.	101
Table 7. Main parameters used in the model.....	146
Table 8. Input data and state variables of the model.....	148
Table 9. Energy balance estimated for the last computed cycle.	151
Table 10. System Performance.....	163
Table 11. Assessment tests performed at CRF.....	172
Table 12. Results of the cycle time optimization study.....	179
Table 13. System performance at different operating conditions for the best start-up condition: Dry Beds.	197