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INTRODUCTION : #1 Thermal Performance Modeling Of Cross Publish By Astrid Lindgren, Thermal Performance Modeling Of Cross Flow Heat Exchangers this monograph introduces a numerical computational methodology for thermal performance modeling of cross flow heat exchangers with applications in chemical refrigeration and automobile industries

This monograph introduces a numerical computational methodology for thermal performance modeling of cross-flow heat exchangers, with applications in chemical, refrigeration and automobile industries. This methodology allows obtaining effectiveness-number of transfer units (e-NTU) data and has been used for simulating several standard and complex flow arrangements configurations of cross-flow heat exchangers. Simulated results have been validated through comparisons with results from available exact and approximate analytical solutions. Very accurate results have been obtained over wide ranges of NTU and C^* values in all cases. The proposed procedure constitutes a useful research tool for both theoretical and experimental studies of cross-flow heat exchangers. The following are the unique features of the book: - The monograph includes the computational code named HETE (Heat Exchanger Thermal Effectiveness) in Chapter 5. A version of this code is available for downloading. - The computational procedure could be used for reducing experimental data using the effectiveness - NTU (e-NTU) method in research and industrial laboratories. - Even after more than one century in heat exchanger research, the search for new flow arrangements with higher effectiveness still is an unsolved problem. The present methodology could be a useful tool in pursuing that goal.

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Thermofluid Modeling for Sustainable Energy Applications provides a collection of the most recent, cutting-edge developments in the application of fluid mechanics modeling to energy systems and energy efficient technology. Each chapter introduces relevant theories alongside detailed, real-life case studies that demonstrate the value of thermofluid modeling and simulation as an integral part of the engineering process. Research problems and modeling solutions across a range of energy efficiency scenarios are presented by experts, helping users build a sustainable engineering knowledge base. The text offers novel examples of the use of computation fluid dynamics in relation to hot topics, including passive air cooling and thermal storage. It is a valuable resource for academics, engineers, and students undertaking research in thermal engineering. Includes contributions from experts in energy efficiency modeling across a range of engineering fields Places thermofluid modeling and simulation at the center of engineering design and development, with theory supported by detailed, real-life case studies Features hot topics in energy and sustainability engineering, including thermal storage and passive air cooling Provides a valuable resource for academics, engineers, and students undertaking research in thermal engineering

In modern industries, electrical energy conversion systems consist of two main parts: electrical machines and power electronic converters. With global electricity use at an all-time high, uninterrupted operation of electrical power converters is essential. Reliability in Power Electronics and Electrical Machines: Industrial Applications and Performance Models provides an in-depth analysis of reliability in electrical energy converters as well as strategies for designing dependable power electronic converters and electrical machines. Featuring a comprehensive discussion on the topics of reliability design and measurement, failure mechanisms, and specific issues pertaining to quality, efficiency, and durability, this timely reference source offers practical examples and research-based results for use by engineers, researchers, and advanced-level students.

Doctoral Thesis on the topic of Modeling and Performance Analysis of Alternative Heat Exchangers for Heavy Vehicles Popular Science Description: Low fuel consumption, and reduced exhaust emissions, as well as improved performance and durability become much more

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important than before for the vehicle industry. These requirements lead to a number of additional equipment installed in the vehicles. All these efforts increase the operating temperature in the engine compartment and reduce the available free space in the vehicle. In order to keep the engine working at its optimal condition, a huge amount of heat has to be removed from the engine to the surrounding air. In modern heavy vehicles, this heat is so huge that a conventional heat exchanger (HEX) cannot handle it easily. In addition, more and more electric powertrains are introduced to heavy vehicles. Because of the increased demand in cooling power, a larger heat exchanger size with a huge cooling surface area is required for the vehicle cooling system. However, the space in such vehicles is limited. It is impossible to increase the size of the conventional HEX to dissipate the required amount of heat from the vehicle. All these factors imply a need for a revolution of the HEX design in vehicles. Based on literature review, there are two ideas available for developing an alternative heat exchanger for heavy vehicles: 1) Changing the position of heat exchangers: Moving the HEX from the front of the vehicles to the roof of the driver compartment, which might increase the possibility to increase the size of the HEX. Based on the air flowing direction and the engine coolant direction, a countercurrent flow HEX is introduced at the roof position instead of a cross flow HEX. 2) Introducing new materials: Using graphite foam as a thermal material for HEXs in vehicles. Nowadays aluminum HEXs are very common in the vehicle industry. Due to the increasing cooling power and the space limitation in vehicles, a highly compact HEX is required. Graphite foam has even higher thermal conductivity, large specific surface area, and low density. These characteristics imply that graphite foam is a potentially good thermal material for HEXs (instead of the conventional aluminum HEX). However, due to its porous structure, the flow resistance of graphite foam is very high. In order to find an appropriate fin configuration with good performance in the HEX, a computational method is applied to simulate the performance of the HEX with different fin configurations. The numerical model is verified by experimental results from literature. The analysis of the results shows: 1) The overall size and weight of a countercurrent flow HEX can be reduced compared to the cross flow HEX because of the high power density and high compactness factor achieved by the countercurrent flow HEX. 2) Because of the high thermal conductivity and low density of the graphite foam, the graphite foam wavy corrugated fin provides higher power density and higher compactness factor than an aluminum louver fin. A graphite foam fin with two-side dimples exhibits higher coefficient of performance (COP) than an aluminum louver fin, and it becomes very efficient in energy saving. Thus, the graphite foam has a very high potential as an alternative material for heat exchanger applications. The countercurrent flow HEXs made from graphite foam can be designed to be much lighter and smaller than the conventional cross flow aluminum HEXs. A light and compact HEX is not only good for the thermal management of the vehicle, but also it reduces the weight of the vehicle which has an effect on the fuel consumption and overall cost. The present work is based on a research project "Development of new cooling systems for heavy vehicles - for reduced fuel consumption and lower carbon dioxide emission," which has been financially supported partly by the Swedish Energy Agency (STEM).

Conjugate Heat and Mass Transfer in Heat Mass Exchanger Ducts bridges the gap between fundamentals and recent discoveries, making it a valuable tool for anyone looking to expand their knowledge of heat exchangers. The first book on the market to cover conjugate heat and mass transfer in heat exchangers, author Li-Zhi Zhang goes beyond the basics to cover recent advancements in equipment for energy use and environmental control (such as heat and moisture recovery ventilators, hollow fiber membrane modules for humidification/dehumidification, membrane modules for air purification, desiccant wheels for air dehumidification and energy recovery, and honeycomb desiccant beds for heat and moisture control). Explaining the data behind and the applications of conjugated heat and mass

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transfer allows for the design, analysis, and optimization of heat and mass exchangers. Combining this recently discovered data into one source makes it an invaluable reference for professionals, academics, and other interested parties. A research-based approach emphasizing numerical methods in heat mass transfer Introduces basic data for exchangers ' design (such as friction factors and the Nusselt/Sherwood numbers), methods to solve conjugated problems, the modeling of various heat and mass exchangers, and more The first book to include recently discovered advancements of mass transfer and fluid flow in channels comprised of new materials Includes illustrations to visually depict the book ' s key concepts

Presenting contributions from renowned experts in the field, this book covers research and development in fundamental areas of heat exchangers, which include: design and theoretical development, experiments, numerical modeling and simulations. This book is intended to be a useful reference source and guide to researchers, postgraduate students, and engineers in the fields of heat exchangers, cooling, and thermal management.

Heat exchangers are a crucial part of aerospace, marine, cryogenic and refrigeration technology. These essays cover such topics as complicated flow arrangements, complex extended surfaces, two-phase flow and irreversibility in heat exchangers, and single-phase heat transfer.

This e-book is a compilation of papers presented at the Mechanical Engineering Research Day 2015 (MERD'15) - Melaka, Malaysia on 31 March 2015.

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