**Design and Manufacturing of Fin and Tube Evaporator in Organic Rankine Cycle (ORC) by Utilizing Waste Heat Gasoline Engine**

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| ***Abstract***  *The fossil energy that been used led to increasing environmental problems such as air pollution, global warming, depletion of the ozone layer and acid rain caused by excessive consumption of fossil fuels. Utilization of renewable energy sources such as wind energy, biomass, and solar heat, geothermal and waste heat is a way to overcome electrical energy problems. Among the solutions, for now the Organic Rankine Cycle (ORC) system is the most widely studied Exhaust gases from internal combustion engines have significant opportunities for exhaust gas recovery, as only 25% of fuel energy is efficient while 75% is wasted. This study discusses the design of a fin and tube type evaporator as a heat exchanger for the ORC system by utilizing exhaust gases from internal combustion engines. The design of the evaporator has been carried out using an outer diameter tube of 9.525 mm and the total tube length is 41.4 m, with 90 tubes and 135 fins with a total area of 14.325 m2. In this study, the efficiency of the ORC system was 2.13%, where the exhaust gas of the gasoline engine was able to supply the energy absorbed by the evaporator of 7.02 kJ/s with a net power generated of 0.15 kJ/s. After testing, the effectiveness of the designed evaporator is 94.33%.*  *This is an open access article under the* [*CC BY-NC*](http://creativecommons.org/licenses/by-nc/4.0/) *license* | ***Keywords:***  *Organic Rankine Cycle ;*  *Waste Heat; Evaporator*  *type fin and tube;*  ***Article History:***  *Received:*  *Revised:*  *Accepted:*  *Published:*  ***Corresponding Author:***  *Awaludin Martin*  *Department of Mechanical Engineering, Riau University, Indonesia*  *Email:* [awaludinmartin01@gmail.com](mailto:awaludinmartin01@gmail.com) |

**INTRODUCTION**

The current use of energy continues to increase along with the increase in population and technological advances, which has an impact on the need for electrical energy which is also increasing [1]. Indonesia's energy sources are dominated by the use of fossil energy such as coal, gas, petroleum, where coal, gas and oil fuels have exhaust emissions that cause increasing environmental problems such as air pollution, global warming, ozone layer depletion and acid rain. In addition, fossil fuels are limited and their use is not sustainable [2].

According to the National Development Planning Agency, population growth from 2010 to 2019 continued to increase from 238 million to 268 million [3]. The increase in population will have an impact on increasing the demand for electricity per capita. Electricity demand per capita based on data from the National Energy Council in 2025 will reach 2,030 kWh/capita and in 2050 it will reach 6,723 kWh/capita. This condition is still in the electricity target per capita as stated in the National Energy Policy, which is 2,500 kWh/capita in 2025 and 7,500 kWh/capita in 2050 [4].

Increased consumption of electrical energy also causes greenhouse gas emissions to increase; Greenhouse Gas Emissions in 2050 are estimated at 1,904 million tons of CO2. The power generation sector is the largest contributor to greenhouse gas emissions because the demand for electricity is increasing more rapidly than other types of final energy and the use of coal fuel is still dominant compared to other fossil energy uses. The next largest emission contributor sector is the transportation sector due to the high use of fuel until 2050 [4].

Utilization of energy sources that can be utilized such as wind energy, biomass, and solar energy, geothermal and waste heat is one way to overcome electrical energy problems [5]. In recent years, there has been a lot of intensive research on the technology of converting pressurized and low-temperature heat to produce energy. The heat source itself can be obtained from various thermal processes, one of which is waste heat recovery [6]. The waste heat recovery technology from industry is very possible in reducing the use of fossil energy and meeting the world's electricity needs. However, heat from the source cannot be converted efficiently into electricity if using conventional power generation methods [7].

Internal Combustion Engines (ICE) has significant opportunities for waste heat recovery (WHR). The heat generated from the combustion of fuel in an internal combustion engine (ICE) cannot be fully utilized to produce useful power. Reusing waste heat from engine fuel combustion is an effective way to reuse waste energy to produce useful energy [8].

For an average internal combustion engine only 25% energy efficient fuel, about 5% is dissipated by friction. The remaining 70% is wasted in the form of heat, taken up by exhaust gases and engine coolant, so waste heat recovery is very important for energy savings and emission reduction [8].

Heat sources with low temperatures and pressures can be used indirectly to evaporate organic working fluids (refrigerants or hydrocarbons) through a heat exchange mechanism using the Organic Rankine Cycle (ORC) system [9]. The main advantage of using ORC to generate power is that it can turn energy that would otherwise be wasted into useful. Various low-level heat sources such as solar heat, biomass, engine waste heat, industrial exhaust heat, and geothermal energy can be utilized by using ORC. This can significantly reduce thermal pollution as well as fossil fuel consumption [10].

In combined Rankine cycle (ORC) and diesel systems, the evaporator is used for heat exchange between the exhaust and the organic working fluid which has an important influence on the size and performance of the waste heat recovery operation using the ORC system [11].

Roberto Cipollone et al conducted a study entitled "Development of an Organic Rankine Cycle system for exhaust energy recovery in internal combustion engines" where Roberto utilized exhaust gas from internal combustion engines as a heat source, the engine used was the IVECO F1C engine, with working fluid R236fa, from his research Roberto can generate power up to 1.9 kW with an efficiency of 4.8% [12].

Martin et al conducted a study entitled "Experimental study of an organic rankine cycle system using r134a as working fluid with helical evaporator and condenser" where the heat source is from a water heater with working fluid R134a, from this research the theoretical power of ORC is 279.58 Watt and efficiency 3.33% [13].

Martin et al conducted a study entitled "Design and Manufacturing of Organic Rankine Cycle (ORC) System Using R-134a as Working Fluid with Solar Collector as Source Energy" where the heat source is from the solar collector with working fluid R134a, from this research the theoretical power of ORC can be obtained 305 Watts and 4.30% efficiency [14]. Bianci et al conducted a study entitled "Experimental Performance of a Micro-ORC Energy System for Low Grade Heat Recovery". With the working fluid R134a from this study, the ORC system is able to produce 1.2 kW of electrical energy and 4.4% thermal efficiency [15]. This study aims to design, manufacture, and conduct tests on the Organic Rankine Cycle using Fin and Tube Type evaporator as a heat exchange system from the exhaust heat of a gasoline engine.

**METHOD**

In this design research there is a schematic or description of the ORC system by utilizing the exhaust heat of a gasoline engine and a fin and tube type evaporator as a heat exchanger, the schematic also explains how the process works on the ORC system. Figure 1 consists of two cycles, namely the Organic Rankine Cycle which is indicated by a green line, the cooling cycle is indicated by a blue line and for waste heat is indicated by a red line. In the ORC cycle, each component is given a pressure gauge and a thermocouple which is useful for knowing the pressure and temperature of the working fluid when the system is operating, except for gasoline engine exhaust which only provides a thermocouple which can be used as data for further analysis. A flow meter is also provided to measure the mass flow rate of the working fluid.

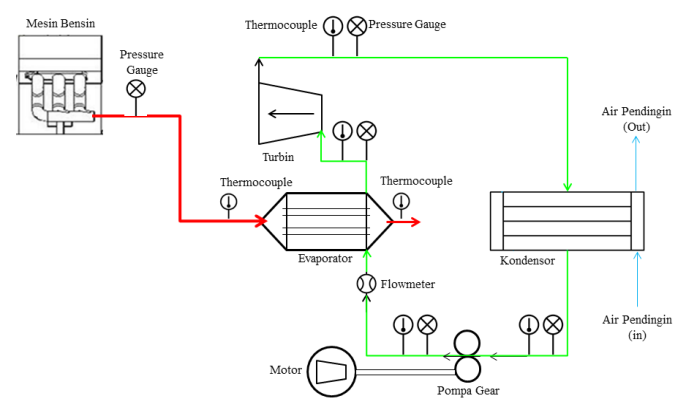


Figure 1 Schematic of ORC System

In this research the evaporator design will be calculated using the following equation:

Total Effective Surface Area:

|  |  |
| --- | --- |
|  | (1) |

The effective surface area is the cover area of the tube with the fluid flowing outside the tube [16].

|  |  |
| --- | --- |
|  | (2) |

The total area of the fin is:

|  |  |
| --- | --- |
|  | (3) |

Frontal Area (Afr) is formulated with the following equation:

|  |  |
| --- | --- |
|  | (4) |

Minimum Free flow area (Aff):

|  |  |
| --- | --- |
|  | (5) |

Where Z is as follows:

Z = 2a *if* 2a < 2b

Z = 2b *if* 2b < 2a

Where:

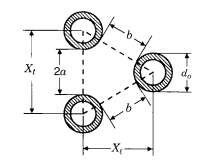


Figure 2 Unit cell of a staggered tube arrangement

Ratio of free flow to frontal area:

|  |  |
| --- | --- |
|  | (6) |

Ratio of total heat transfer area to volume (α):

|  |  |
| --- | --- |
|  | (7) |

Fin Efficiency

To evaluate the performance of the fins, it can be known by calculating the fin efficiency. Fin efficiency is defined as the ratio between the heat transfer rate by the fins and the maximum heat transfer rate. In general, the fin efficiency can be formulated as follows [17]:

|  |  |
| --- | --- |
|  | (8) |

From equation 8 it can be seen how big the ratio of the actual heat delivered through one fin to its maximum condition where the temperature of the fin is the same as the base temperature, so it is known how big the role of the fins is in conducting heat. The above equation is used to calculate the efficiency of a single fin. Because the heat exchanger is composed of many fins, the efficiency used is the total surface efficiency, which is as follows [17]:

|  |  |
| --- | --- |
| ) | (9) |

After calculating the surface geometry and fin efficiency, the next step is to calculate the heat transfer rate. To find the values of Qh and QC, the equation used is as follows [18]:

|  |  |
| --- | --- |
|  | (10) |

The method that is often used for the initial design of a heat exchanger is the LMTD (Log Mean Temperature Difference) method. The heat transfer rate equation with the LMTD method is as follows [18]:

|  |  |
| --- | --- |
|  | (11) |

Where:

q = heat transfer rate (W)

U = Overall heat transfer coefficient (W/m2K)

A = Heat transfer surface area (m2)

𝑇LMTD = Average temperature difference (K)

After that, the next step is to calculate the value of the Logarithmic Mean Temperature Difference (LMTD) or denoted by 𝑇LMTD [18]:

|  |  |
| --- | --- |
|  | (12) |

The next step is to calculate the value of the fluid flow velocity using the following equation [18]:

|  |  |
| --- | --- |
|  | (13) |

Where V the velocity of the fluid will be used to calculate the Reynolds number so that it can determine the type of flow of the fluid the equation used is [18]:

|  |  |
| --- | --- |
|  | (14) |

Nusselt number is determined based on the type of fluid flow, laminar or turbulent and the type of flow convection force whether internal forced convection or external forced convection. Usually in fin and tube heat exchangers, internal forced convection is the fluid inside the tube, while external forced convection is outside the tube. The Nusselt Number equation for internal and external forced convection for laminar and turbulent flow is as follows [18]:

Internal forced :

Laminar

|  |  |
| --- | --- |
|  | (15) |

Turbulent

|  |  |
| --- | --- |
|  | (16) |

External forced:

|  |  |
| --- | --- |
|  | (17) |

After the Nusselt number is known, then calculate the heat transfer rate using equation [18]:

|  |  |
| --- | --- |
|  | (18) |

To calculate the total value of thermal resistance (R) using the equation:

|  |  |
| --- | --- |
|  | (19) |

Next is to calculate the overall heat coefficient, U by iterating, so that the input U value is the same/almost the same as the output value or the final result. To calculate the value of U using equation [18]:

|  |  |
| --- | --- |
|  | (20) |

The next step is to calculate the surface area (A) and the total length of the evaporator tube (L) using equation [18]:

|  |  |
| --- | --- |
|  | (21) |

After that, the next calculation for the number of tubes (Nt) using the following equation:

|  |  |
| --- | --- |
|  | (22) |

The last step is to calculate the effectiveness of the designed evaporator this effectiveness is obtained after testing the designed evaporator, to calculate the effectiveness of the evaporator using the following equation [18]:

If Ch = Cmin,

If Cc = Cmin

|  |  |
| --- | --- |
|  | (23) |

**RESULTS AND DISCUSSION**

After completing the design calculations, a recapitulation of the overall results of the evaporator design calculations is obtained which will be shown in table 1 below:

Table 1 Evaporator Design Result Data

|  |  |
| --- | --- |
| Parameter | *Evaporator Type*  *Fin and Tube* |
| Evaporator Length | 0,46 m |
| Tube Length | 41,4 m |
| Evaporator Fin Width | 0,154 m |
| High Fin Evaporator | 0,355 m |
| Total Area | 14,324 m2 |
| Number of Tubes | 90 |
| Total Fin | 135 |
| Di and Do Tube | 7,525 mm and  9,525 mm |

After the manufacture of the evaporator is complete, the evaporator assembly is carried out to the ORC system, where the evaporator will be connected to the exhaust of the gasoline engine which will supply heat energy to the evaporator.



Figure 3 Gasoline Engine Exhaust Heat and ORC System



Figure 4 Front and Rear View ORC System

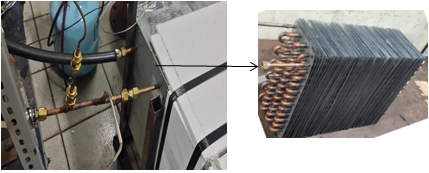


Figure 5 Evaporator on ORC system

To determine the performance of the Organic Rankine Cycle system using a fin and tube type evaporator heat exchanger, it is necessary to test. The test is carried out by installing a thermocouple and pressure gauge at each input and output component in the organic rankine cycle system and at the pump output a flow meter is installed to determine the fluid flow rate. Meanwhile, to enter and exit the exhaust gas/air on the evaporator, a thermocouple is installed which serves to determine the temperature entering and leaving the evaporator, so that it can be seen how much energy is absorbed by the evaporator from the heat of the exhaust gas of the gasoline engine. Furthermore, if the test preparation has been completed, then the gasoline engine is turned on until the temperature of the exhaust heat entering the desired evaporator is reached is 95 °C.

After testing the ORC system using a fin and tube type evaporator, it is necessary to calculate the effectiveness of the evaporator to determine the performance of the designed evaporator using the following equation 23:

The following is a recapitulation of the calculation results of the effectiveness of the evaporator at a temperature of 95˚C with a pressure of 12 bars.

Tabel 2 Evaporator Effectiveness Temperature 95˚C and Pressure 12 Bar

|  |  |  |
| --- | --- | --- |
| Heat Capacity, Ch (kW/˚C) | Cold Capacity, Cc (kW/˚C) | Effectiveness (%) |
| 0.029 | 0.0344 | 95.38 |
| 0.029 | 0.0489 | 94.7 |
| 0.029 | 0.0507 | 95.4 |
| 0.029 | 0.0507 | 94.34 |
| 0.029 | 0.0525 | 92.68 |
| 0.029 | 0.0543 | 93.48 |
| Average Effectiveness | | 94.33 |

In the ORC system testing that has been carried out when the incoming gas temperature is 95˚C and a pressure of 12 bar, it can be seen the effectiveness of the designed evaporator. Based on the test data, the exhaust gas temperature of the gasoline engine that enters the evaporator is 95˚C and the exit temperature is 44˚C, while the temperature of the refrigerant inlet is 41.53˚C and exits 54.2˚C, so that the effectiveness of the designed evaporator is 94.33%.

The following is a comparison chart between effectiveness and pressure on the ORC system at a temperature of 95˚C.

Figure 6 Comparison of Effectiveness to Pressure

Then the energy calculation in the organic rankine cycle (ORC) system is carried out. Testing and data collection in this study was carried out every 5 minutes for 30 minutes. From all the data obtained, in the 25th minute it shows that the efficiency of the ORC system is the highest efficiency result obtained after testing. The recapitulation of the calculation results on the test data at the 25th minute is as follows:

Table 3 Energy Calculation of ORC system with Gasoline Engine Exhaust Heat

|  |  |
| --- | --- |
|  | Test |
| Mass Flow Rate | 0,0407 kg/s |
| Turbine Power | 0,4482 kJ/s |
| Pump Power | kJ/s |
| heat in | 172,37 kJ/kg |
| W,net | 0,15 kJ/s |
| System Efficiency | 2,13 % |

Table 3 shows the results of energy calculations in the ORC system with a fin and tube type evaporator as a heat exchanger that utilizes exhaust heat from a gasoline engine. In the ORC system, the efficiency of the system is 2.13%, with a mass flow rate of refrigerant 0.0407 kg/s, turbine power generated at 0.4482 kJ/s, pump power at 0.2983 kJ/s, heat input at when testing is 172.37 kJ/kg and with the net power produced by the ORC system, it is obtained at 0.15 kJ/s.

The following are some studies on the ORC generating system that have been carried out, namely as follows:

Table 4 Previous research on the ORC system

|  |  |  |
| --- | --- | --- |
| year | Name | Heat source, Fluid, Power, Efficiency |
| 2015 | Usman et al | Waste Heat, R245fa, 1.016 kW, 5.64 % |
| 2015 | Cipollone et al | Waste Heat, R236fa, 1.9 kW, 4.8 % |
| 2017 | Bianchi et al | Water Heater, R134a, 1.2 kW, 4.40 % |
| 2019 | Martin et al | Water Heater, R134a, 0.279 kW, 3.33 % |
| 2019 | Martin et al | Solar Collector, R134a, 0.305 kW, 4.29 % |
| 2022 | Martin & Rudi | Waste Heat, R134a, 0,15 kW, 2.13% |

Table 4 presents various studies using an organic rankine cycle system with various types of heat sources, this research uses an organic rankine cycle system with a heat source, namely waste heat (exhaust heat) of a gasoline engine with working fluid R134a, in this study it is able to produce ORC theoretical power namely 0.15 kW with an efficiency of 2.13%.

**CONCLUSION**

After doing the research, several conclusions can be drawn. The design and manufacture of this fin and tube type evaporator obtained the dimensions of the evaporator with a total tube length of 41.4 m, the number of tubes 90, and the number of fins obtained was 135. The effectiveness of the designed evaporator after testing at a temperature of 95˚C and a pressure of 12 bars obtained the effectiveness of the evaporator that is equal to 94.33%. From the results of testing the organic rankine cycle system using a fin and tube type evaporator by utilizing the exhaust heat of a gasoline engine, the highest efficiency was obtained, which was 2.13%.

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