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Partial Load Characteristics of the Supercritical CO₂ Gas Turbine System for the Solar Thermal Power System with the Na-Al- CO₂ Heat Exchanger

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Objective of this study

To show the technical feasibility of the new solar power system for the partial load operation

Contents

1. The design of the new solar thermal power generation system provided with a Na cooled receiver, an Al heat storage heat exchanger and the supercritical CO₂ gas turbine.
2. Partial load calculation method
3. Results of partial load calculation.
4. Conclusions

New Solar Thermal Power Generation with a S-CO₂ Gas Turbine

Incident Sunbeam
Thermal Energy = 125 MW

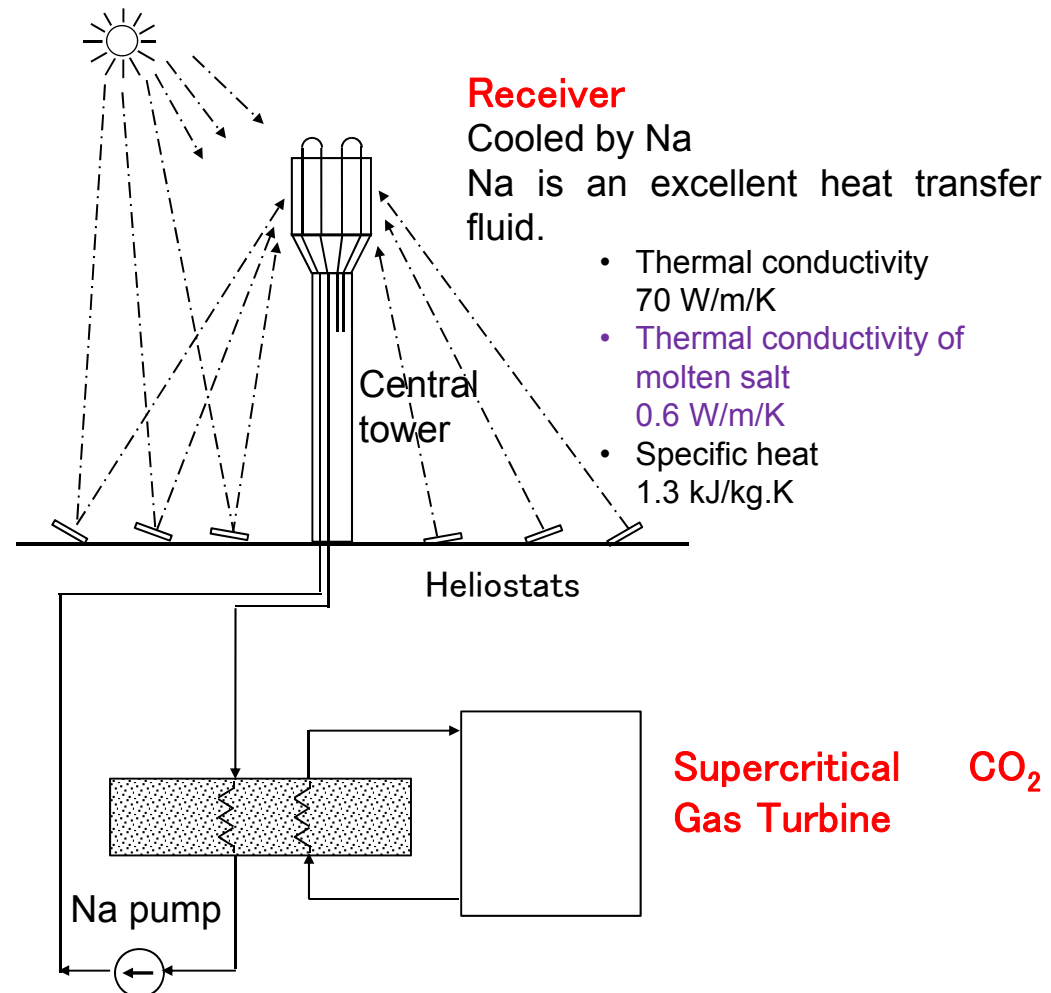
- Helio­stat field diameter 800m
- Number of helio­stats (φ3.4m) 42,519
- Central receiver height from the ground 100m

Due to the reference (Hasu­ike)

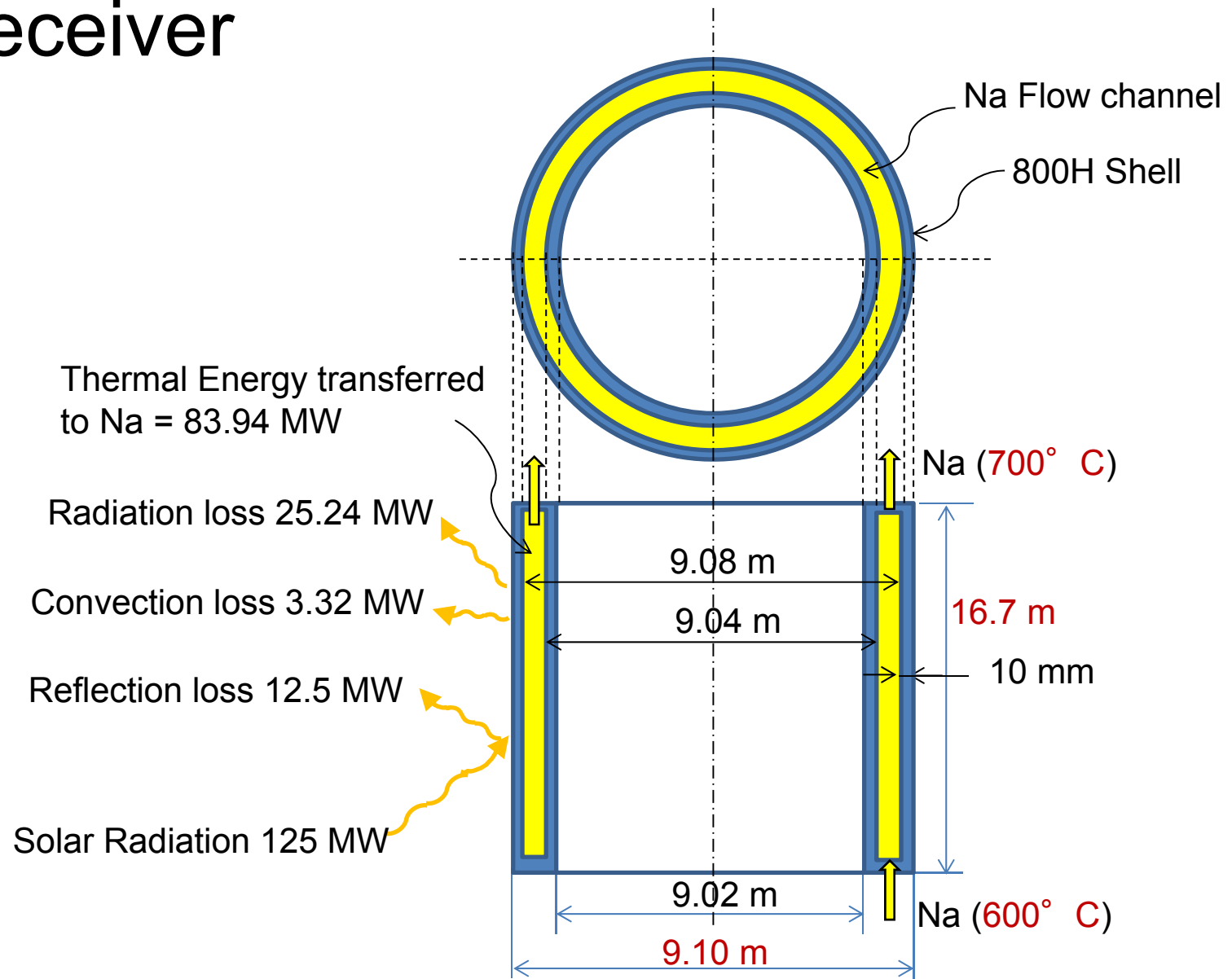
Na-Al-CO₂ Heat Exchanger

Aluminum

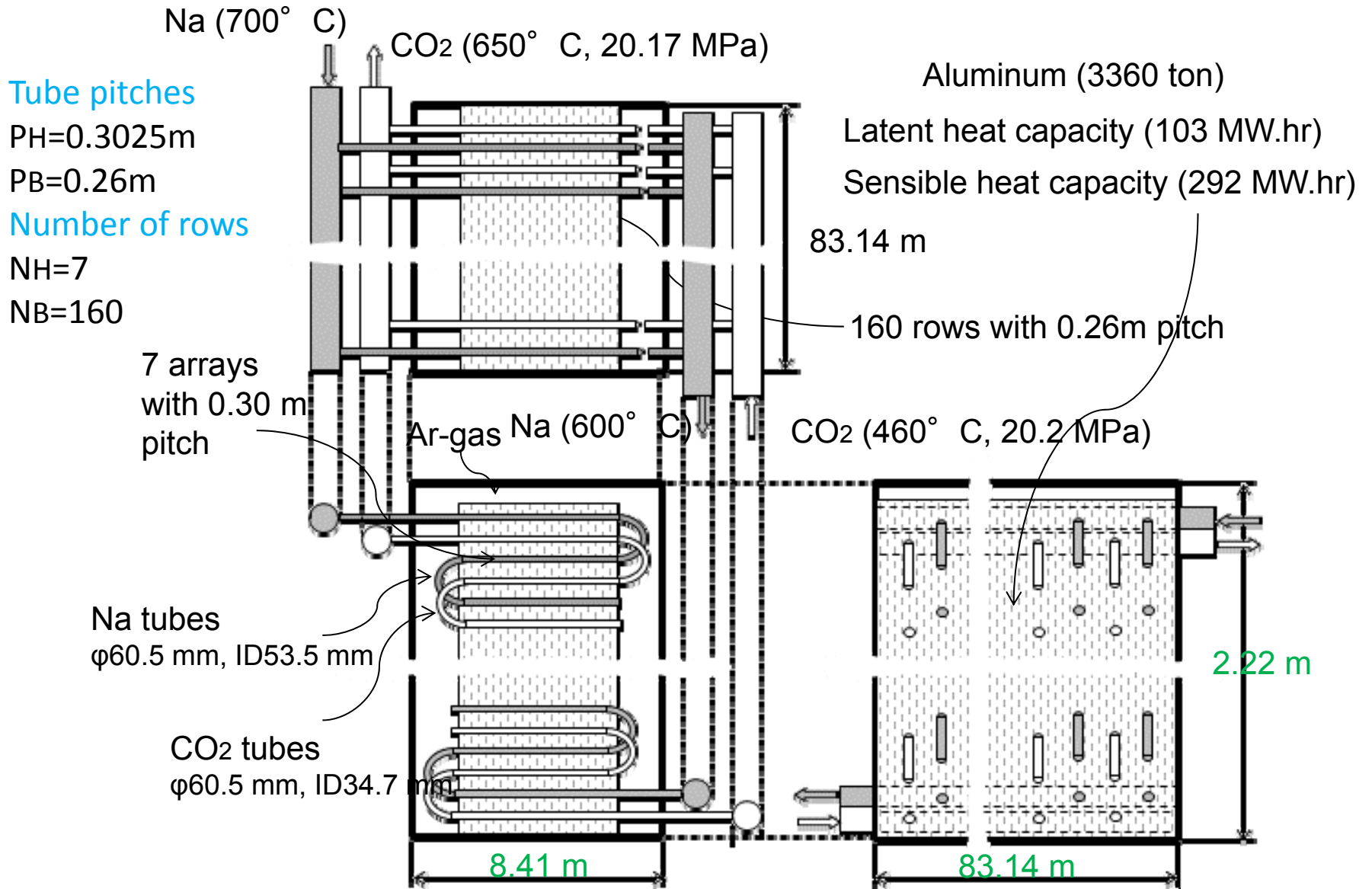
- Thermal conductivity 237 W/m/K
- Melting point 660°C
- Heat of fusion 397 kJ/kg
- Specific heat 0.897 kJ/kg.K



Receiver



Na-Al-CO₂ Heat Exchanger



Daily Power Demand and Aluminum Volume for the Heat Storage

- 50% of total solar thermal energy are needed to be stored ([Reference Dunn](#)).

- Demand assumed

Daytime	7:30 a.m. - 4:30 p.m.	100% of full power × 9 hr
Night	4:30 p.m. - 8:00 p.m.	90% of full power × 3.5 hr
	8:00 p.m. - 10:00 p.m.	80% of full power × 2 hr
	10:00 p.m. - 6:00 a.m.	38% of full power × 8 hr
	6:00 a.m. - 7:30 a.m.	80% of full power × 1.5 hr

- Aluminum volume for the heat storage

Melting of 30% is assumed.

Aluminum vessel dimensions = W8.41m x H2.22 m x D83.1 m
weight = 3,360 ton

Heat storage capacity

Latent heat = 103 MW.hr

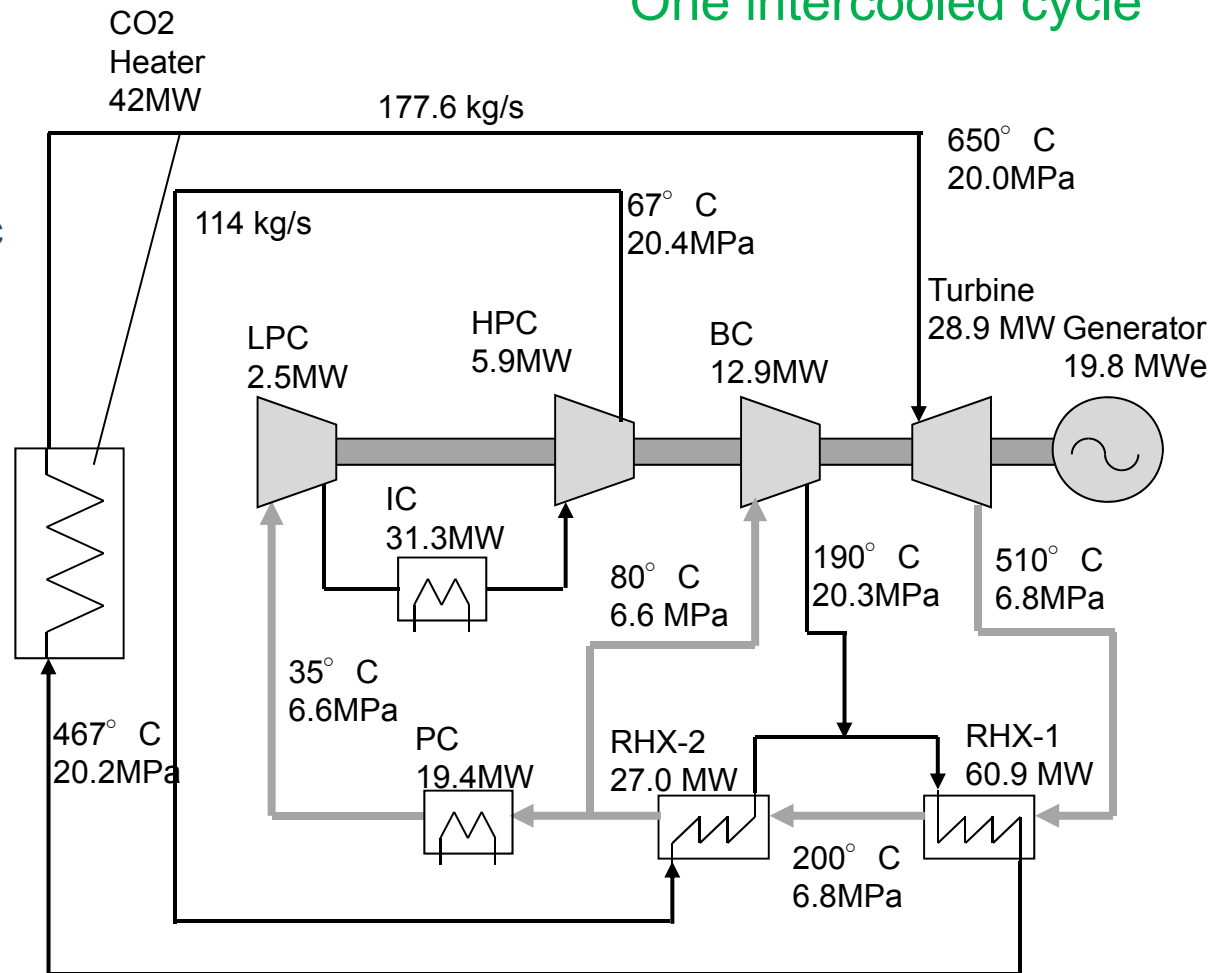
Sensible heat = 292 MW.hr for the temperature difference of 300° C

Supercritical CO₂ GT Cycle

One intercooled cycle

Assumptions

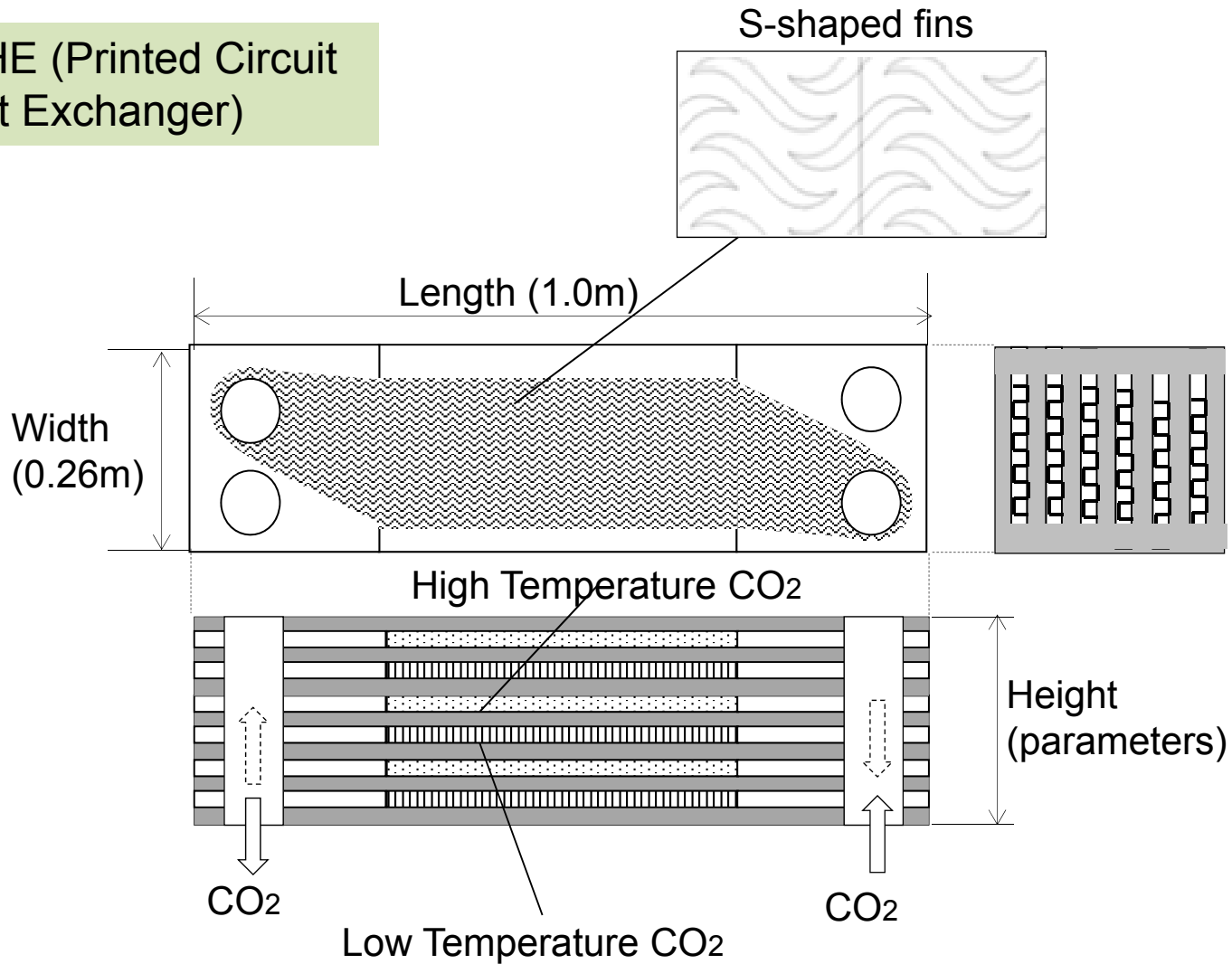
- Turbine adiabatic efficiency 92%
- Compressor adiabatic efficiency 88%
- Pressure loss (ratios over the inlet pressure)
 - ① Heat source 1.0%
 - ② Recuperator high temperature side 1.2%
 - ③ Recuperator low temperature side 0.4%
 - ④ Precooler 1.0%
 - ⑤ Intercooler 0.8%
- Recuperator average temperature effectiveness 89%



Cycle Thermal Efficiency = 48.2%

Recuperator Designs

PCHE (Printed Circuit Heat Exchanger)



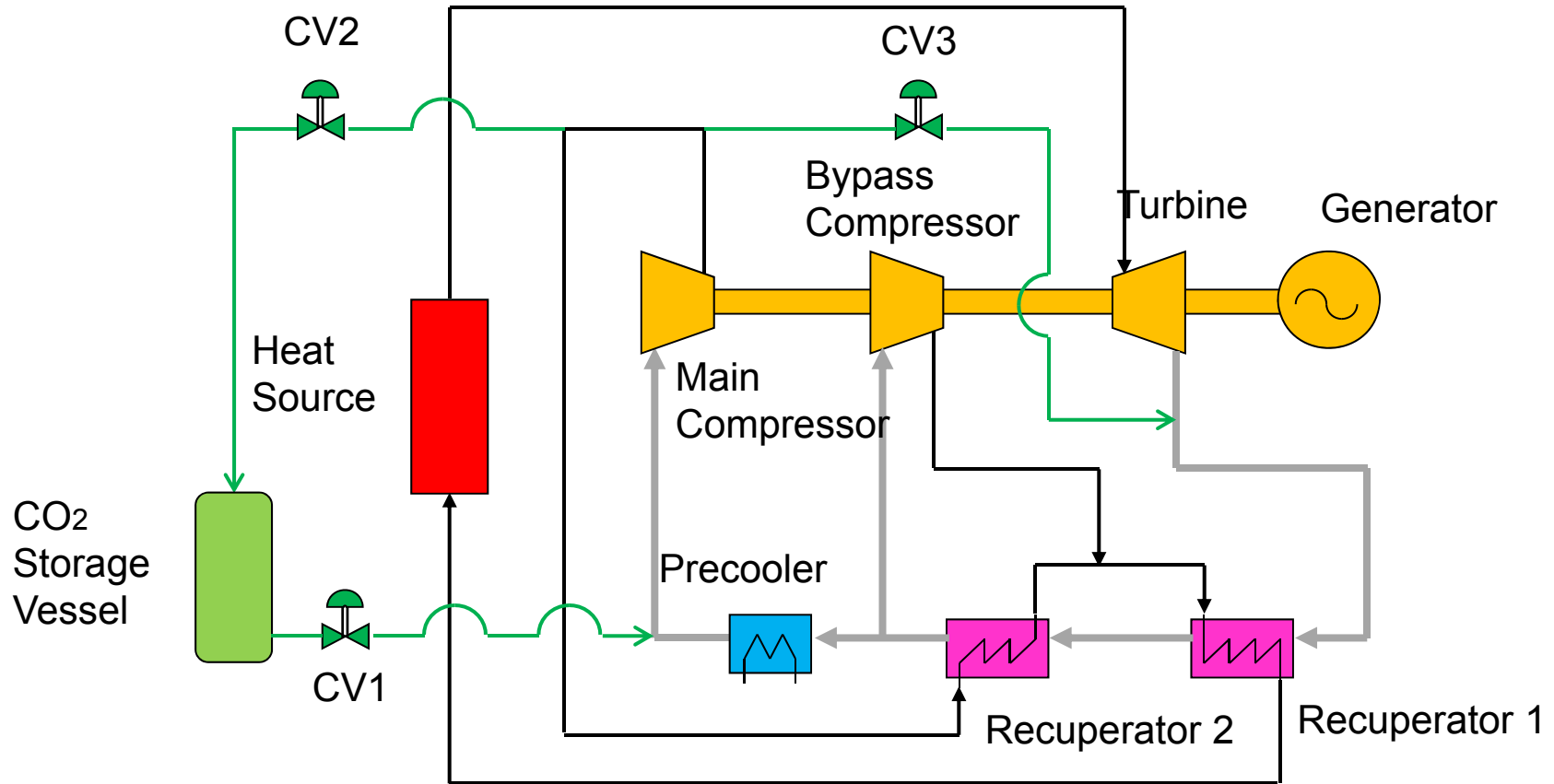
Design Conditions of the Recuperators

Items			Supercritical CO ₂ Gas Turbine	
			RHX-1	RHX-2
Recuperator effectiveness %			89	89
Number of modules			5	5
Heat load MW/ modules			12.17	5.39
HT side	Flow rate	kg/s	35.52	35.52
	Inlet temperature	° C	509.9	210.7
	Inlet pressure	MPa	6.780	6.698
LT side	Flow rate	kg/s	35.52	22.84
	Inlet temperature	° C	190.3	69.0
	Inlet pressure	MPa	20.283	20.365

Results of the Recuperator Designs

Items		Supercritical CO ₂ Gas Turbine	
		RHX-1	RHX-2
Width × Length	m/ module	0.26 × 1.0	0.26 × 1.0
Height	m/ module	4.24	3.65
Weight	ton/ module	7.90	6.80
Total weight	ton	39.5	34.0
Heat transfer capacity	MW	12.19	5.42
Pressure loss ratio (dP/Pinlet)	HT side %	0.74	0.27
	LT side %	0.58	0.08
Effective heat transfer area	HT side m ²	413.7	354.6
	LT side m ²	206.8	177.3
Overall heat transfer coefficient	J/m ² /K/s	909	1049

Partial Load Control Inventory (pressure level) control



Partial Load Analysis Calculation

Assumptions

1. The rotational speed is kept constant by the generator to meet the power grid frequency.
2. In this condition, the pressure ratio of both the turbine and the compressors should not be varied and should be kept in the rated values.
3. It is assumed that the bypass flow rate is kept constant.

Assumptions (Continued)

1. Pressure loss ratios of the components are assumed constant.
2. Inlet temperatures of both the low pressure compressor and the high pressure compressor are assumed to be kept constant by regulating the pre-cooler flow rate.
3. The inlet temperature of the RHX-1 high pressure side is calculated as the mixture of thermal energies of the RHX-2 high pressure side outlet gas and that of the bypass compressor outlet gas.

Fixed Input Data

1. Turbine pressure ratio (2.95), low pressure compressor pressure ratio (1.26)
2. Low pressure compressor inlet temperature (35° C), high pressure compressor inlet temperature (35° C)
3. Component pressure ratios, which are the same values with those for the design
4. Turbine adiabatic efficiency (92%), compressor adiabatic efficiency (88%), generator efficiency (98%)
5. Design turbine flow rate (166.72 kg/s)
6. Design bypass flow ratio (0.357)
7. Design turbine inlet temperature (650° C), Design turbine inlet pressure (20MPa)
8. Design turbine inlet CO₂ density (110 kg/m³)
9. Recuperators dimensions

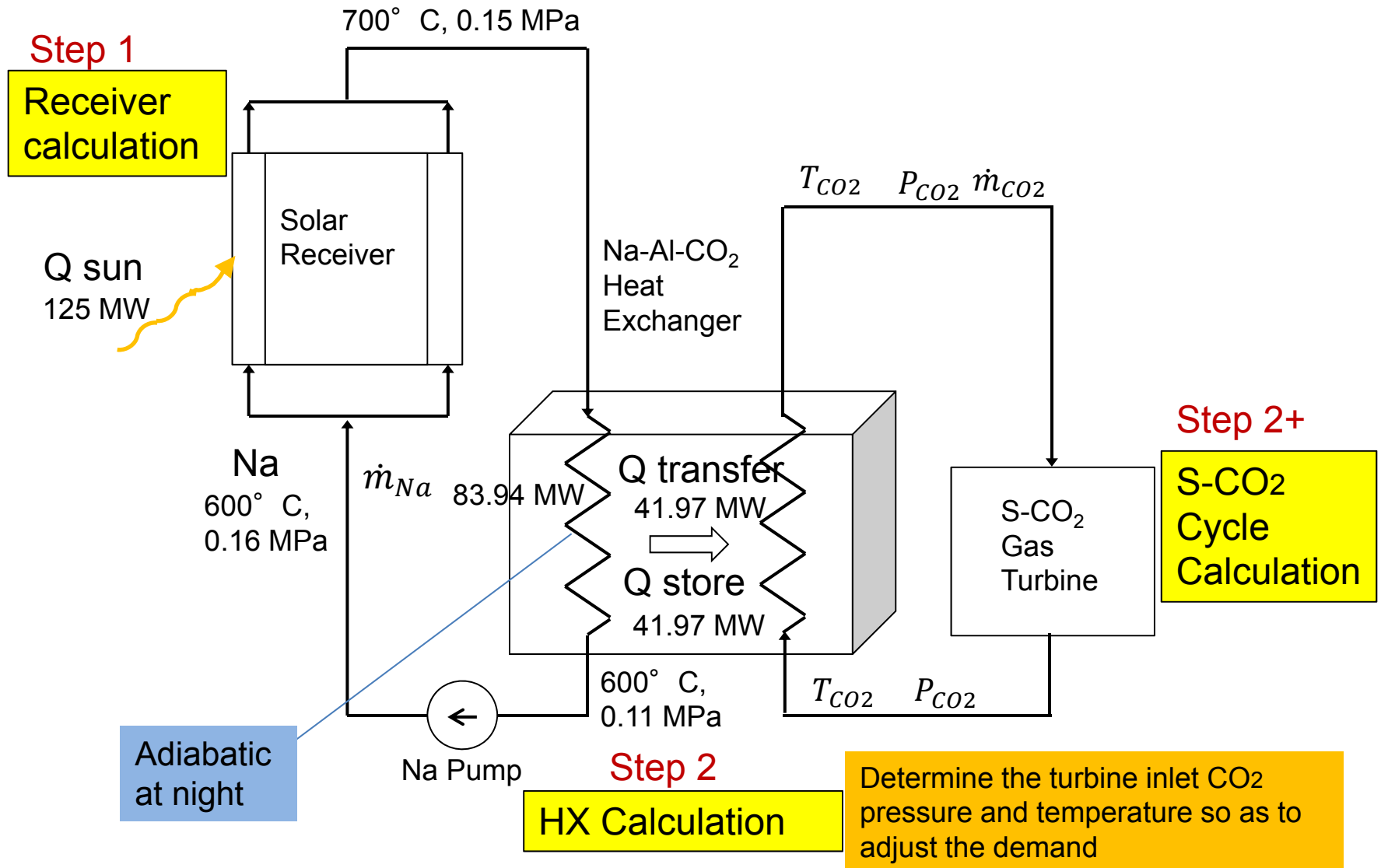
Input Data Varied

1. Turbine inlet pressure (MPa)
2. Turbine inlet temperature (°C)

To adjust the daily power demands.

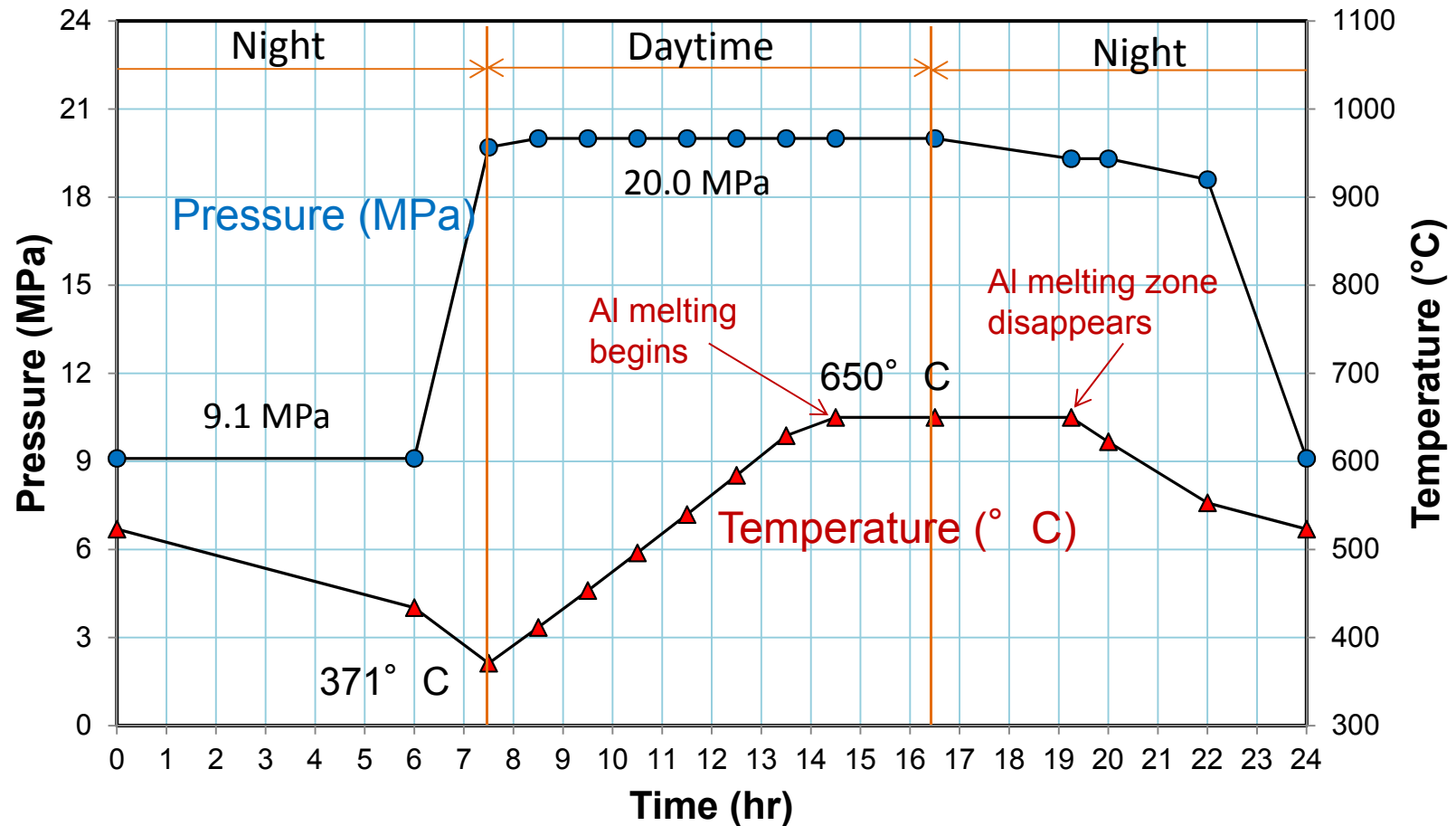
*Dependent on them, CO₂ density changes
and then, CO₂ mass flow rate change.*

Partial Load Analysis Procedure

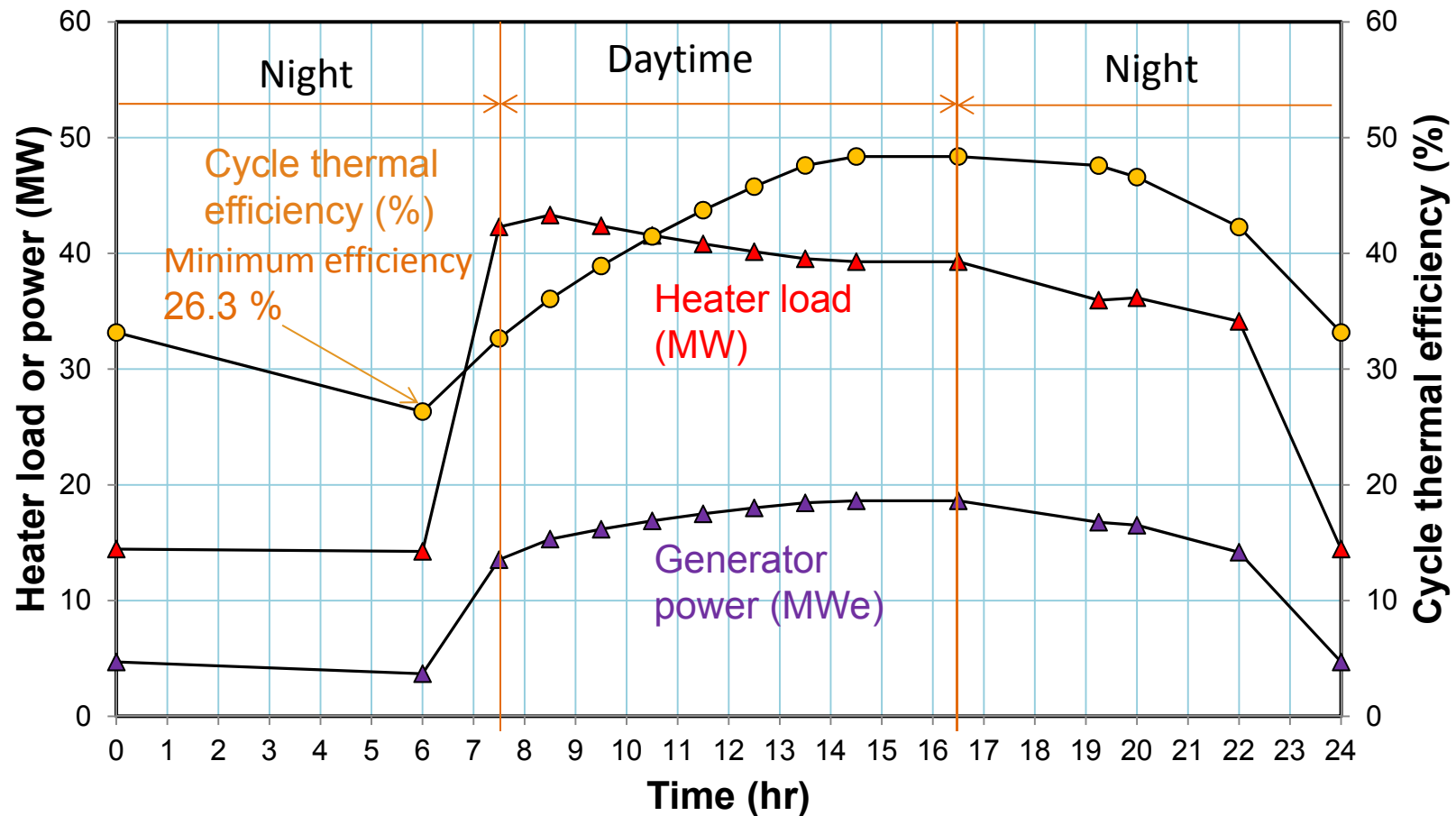


Results of Partial Load Analyses

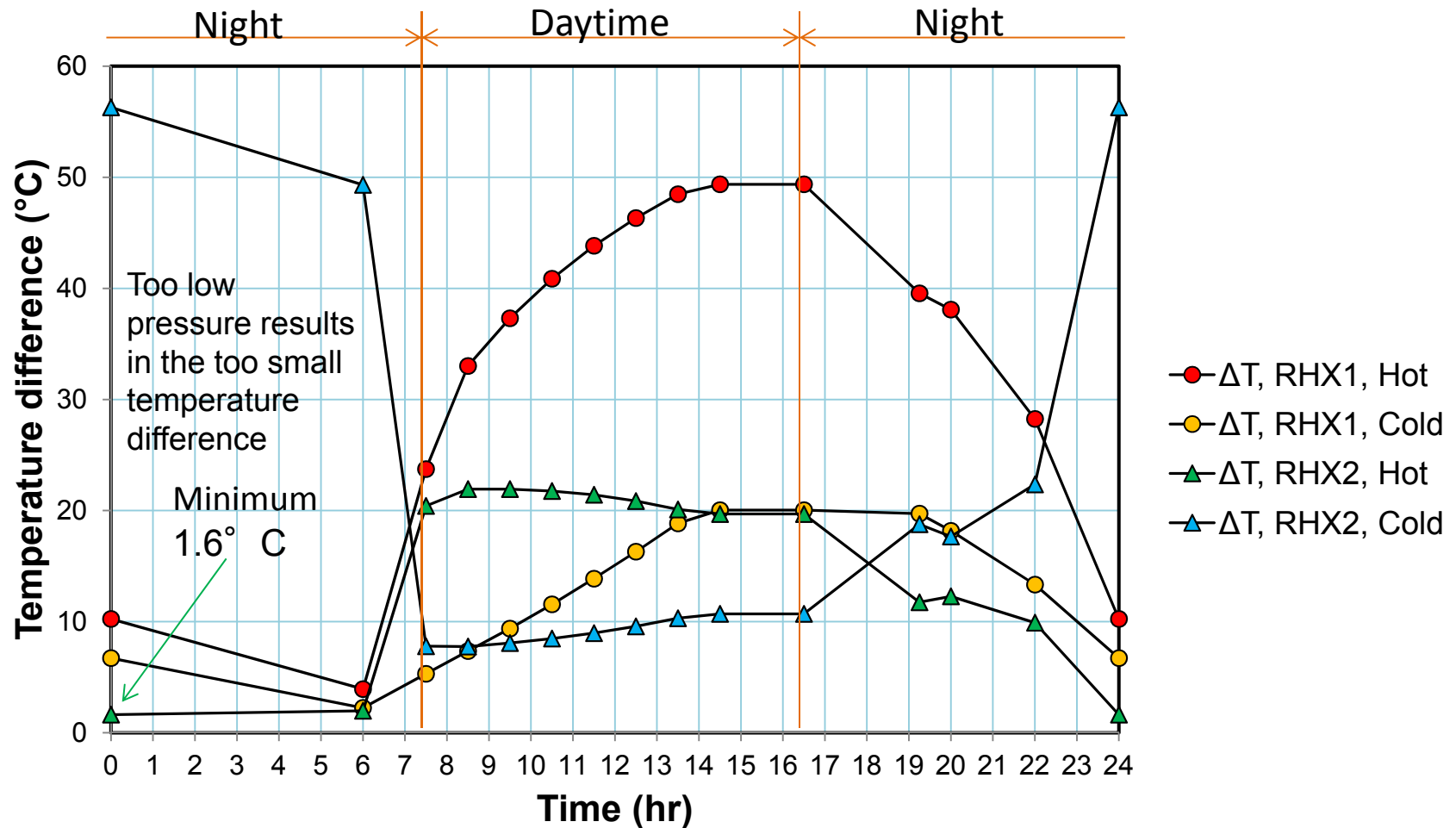
Turbine inlet pressure and temp. (Input data)



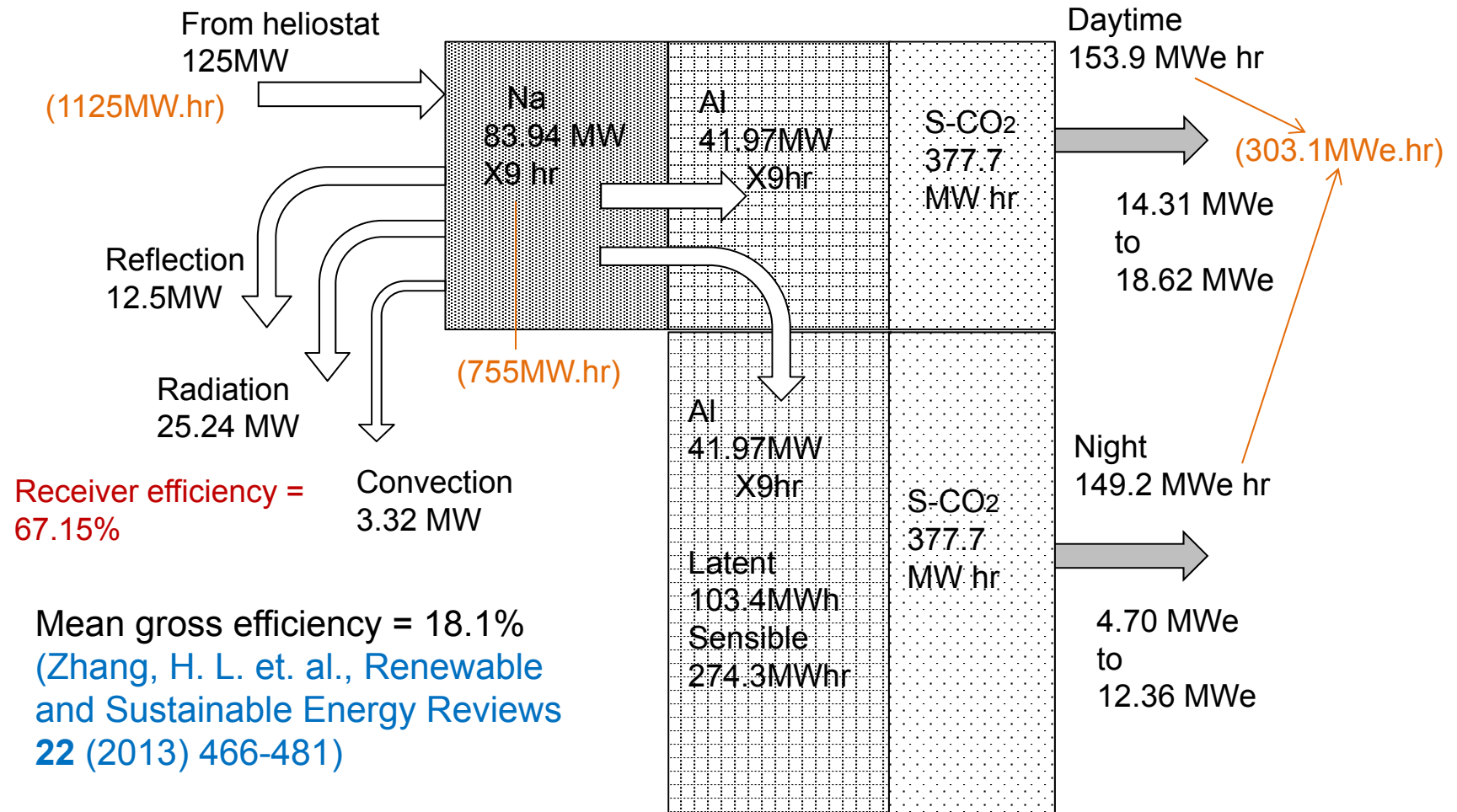
Heater load, Generator power and cycle thermal efficiency



End temperature differences of recuperator 1 and 2



Energy Balance



- Average thermal efficiency = $303.1 \text{ MWe.hr} / 1125 \text{ MW.hr} = 26.9\%$
- Average power generating efficiency = $303.1 \text{ Mwe.hr} / 755 \text{ MW.hr} = 40.2\%$

Conclusions

1. 50% solar thermal energy should be stored in aluminum for the night power demand. **The aluminum inventory becomes 3,000 tons**, where the latent and sensible heat storages are 103.4 MW.hr and 274.9 MW.hr, respectively. **The aluminum vessel dimensions are 8.41 m width, 2.22 m height and 83.14 m depth.**
2. From the sunset (4:30p.m.) to 7:15 p.m., the power is supplied by the latent heat. In the midnight, the turbine inlet pressure falls to the minimum of **9.1 MPa**. Minimum temperature difference of the recuperator becomes **1.6°C**. The turbine inlet temperature becomes the minimum of **371°C** at 7:30 a.m. early in the morning.
3. Total 303.1MWe.hr are produced. **The average thermal efficiency and the average cycle efficiency are 26.9% and 40.12%**, respectively.
4. **The partial operation of this system is technically feasible** though more comprehensive studies including turbomachinery are needed.