WASTE HEAT RECOVERY FROM ENGINE EXHAUST GAS USING THERMO ELECTRIC MODULE

[1]P,KARTHIKEYAN, [2]P.YOGESH

[3]J.S.JOSEPHJ JEYARAJ, [4]NIDHIN VARGHESE, [5]PRIJISH PONNACHAN

yogeshpalani@gmail.com, karthi.pvkn@gmail.com.

josephkingleo@gmail.com prijish11@gmail.com nidhinvarghese7@gmail.com

[12]Assistant Professor, [3,4,5] UG students, Department Of Mechanical Engineering,

Vel Tech, Avadi – Chennai 600062, Tamil Nadu, India.

ABSTRACT:

Our task talks about on, how we can produce power from the IC motor fumes gas and increment the proficiency of motor. Indeed, even current interior ignition motors have, not over 40% of proficiency the staying 60% of the vitality picked up from the consuming fuel is considered as waste vitality. Half of the waste vitality is exchanged to nature by the fumes framework. In that heat vitality of the gas could be used. Despite the fact that this thought is as of now being looked into via vehicle organizations to expand the efficiency, our motivation with the present research isn't to diminish the utilization yet to produce power from the temperature contrast. The temperature of fumes gases moving through fumes gas pipe is extremely high so a warmth exchanger is made, which conducts heat from fumes pipe to thermoelectric modules, one surface of these modules is in contact with the outside of hot side warmth exchanger and other is in contact with the outside of virus side warmth exchanger and hence potential distinction is made and control is delivered dependent on the Seebeckeffect.The setup is set up to create control on little scale from waste warmth of fumes vent gases of IC Engine utilizing seebeck Thermoelectric Module interfacing in arrangement.This paper covers the recuperation of waste warm vitality utilizing thermoelectric generators (TEG) for application in half breed, expanded range electric vehicles and all the more by and large in any vehicle that could profit by the age of a little measure of electric flow that would diminish the alternator task time. Albeit a few makers are attempting to create TEGs to use at fumes temperatures, there are still no economically accessible TEG modules fit for withstanding these extraordinary temperatures. The present work evaluates the capability of the utilization of warmth funnels (HP) as a methods for exchanging 8 vitality from the hot fumes gases to the TEG modules at a perfect temperature level while limiting the loss of productivity because of temperature minimizing. The sort of HP utilized in this investigation is called Variable Conductance Heat Pipe (VCHP), and its sending has the benefit of inciting great temperature control. Different kinds of HPs were planned, produced, tried and enhanced with the point of improving the general warmth exchange process, empowering an ideal dimension of electric vitality recuperation from the alluded TEG modules. This was cultivated by the testing of various liquids inside the HP and by controlling the weight of the gas chamber. Despite the fact that the framework is still under enhancement, the outcomes show that the utilization of VCHPs related to thermoelectric generators is a persuading procedure for recuperating generally squandered vitality from the fumes gases.

1. INTRODUCTION:

Cars are a case of high vitality utilization with low efficiency.Roughly 75% of the vitality delivered amid ignition is lost in the fumes or motor coolant as heat.By using a bit of the lost warm vitality to charge the battery as opposed to utilizing an alternator the general mileage can be expanded by about 10%.Depending on the motor burden the fumes temperatures after the exhaust system reach around 90-200 degrees Centigrade.Thermoelectric generators are perfect for such applications as they are little, with no moving parts, and moderately productive at these temperatures.Thermoelectric innovation can be utilized to create electrical power from warmth, temperature contrasts and temperature angles, and is in a perfect world suited to produce low dimensions of electrical power in vitality gathering systems.Thermoelectricity uses the Seebeck, Peltier and Thomson impacts that were first seen somewhere in the range of 1821 and 1851.Practical thermoelectric gadgets rose in the 1960's and have grown essentially from that point forward with various makers currently advertising thermoelectric modules for power age, warming and cooling applications.

Continuous research and advances in thermoelectric materials and assembling strategies, empowers the innovation to make an expanding commitment to address the developing necessity for low power vitality sources regularly utilized in vitality gathering and searching systems.Commercial thermoelectric modules can be utilized to produce a little measure of electrical power,ordinarily in the mW or μW extend, if a temperature contrast is kept up between two terminals of a thermoelectric module. [3] discussed about a disclosure which is made regarding a driving alert system which is designed in the form of a neck cushion which has the capability to sense the posture of the drivers neck position so as to identify whether the driver is alert and if he is dozing of. The system is made intelligent to obtain data from the movement so as to produce triggers to alert the user and to keep him/her awake to avoid accidents. The system is also linked to a mobile computing device so as to provide a report of the analysis done. The drivers location can also be tracked using the same.On the other hand, a thermoelectric module can work as a warmth siphon, giving warming or cooling of an article associated with one side of a thermoelectric module if a DC flow is connected to the module's info terminals. A thermoelectric power generator is a strong state gadget that gives direct vitality change from warm vitality (heat) because of a temperature inclination into electrical vitality dependent on "Seebeck impact". [6] discussed about a disclosure which is made regarding a gear blocking gear cover for the four wheeler vehicle where the protective cover has been with touch sensors and biometric sensors. Here in case of theft even if the car is started without a key the gear system is locked using biometric locks which can read the palm of the user to unlock the gear system thus protecting the vehicle against any form of theft. This device can be attached to any type of four wheeler vehicle.The thermoelectric power cycle, with charge bearers (electrons) filling in as the working liquid, pursues the major laws of thermodynamics and personally takes after the power cycle of a customary warmth motor.

II. MATERIAL METHOD

Fig 1 Thermo electric Module

2.1 Thermo electric module:

The second significant choice in waste warmth recuperation is thermoelectrics. Very just, the guideline of thermoelectrics is the formation of electric flow from a temperature gradient or the making of a temperature slope from a flow. Thermoelectrics depend on the Seebeck Effect and the Peltier Effect, which were both found in the mid 1800's. The Peltier Effect is broadly known and utilized in numerous electric cooling applications that change from little computerized cameras to extensive refrigeration units and climate control systems. The essential guideline is that by giving a DC current to two disparate metals a temperature differential can be set up. Wafers with a progression of P and N doped bismuth-telluride semiconductor material sandwiched between them.The earthenware material on the two sides of the thermoelectric includes unbending nature and the important electrical protection. The N type material has an abundance ofelectrons, while the P type material has a shortage of electrons. One P and one N make up a couple, as appeared in Figure 8. The thermoelectric couples are electrically in arrangement andthermally in parallel. Utilizing Peltierthermoelectrics, it is conceivable to give 21 either heatingor cooling utilizing just current.TheSeebeck Effect keeps running backward of the Peltier Effect. Physicist Thomas Seebeck found that in the event that you set a temperature slope over the intersections of twodissimilar conveyors, electrical flow would stream .This is the thermoelectricconcept that would be of intrigue, since it takes the squandered warmth and changes over it touseful power. Thermoelectric power generators convert heat vitality to electricity.When a temperature angle is made over the thermoelectric gadget, a DC voltagedevelops over the terminals. At the point when a heap is legitimately associated, electrical currentflows.At first look this innovation appears the ideal decision for this venture. Thetechnology has no moving parts making it for all intents and purposes upkeep free and it makesnopollution. Seebeckthermoelectrics can be produced in an assortment of shapes and sizes that would fit the requirements of this undertaking. Anyway there are a few destructions to this innovation. The gadgets being fabricated today are inefficient,usually under 10 %.

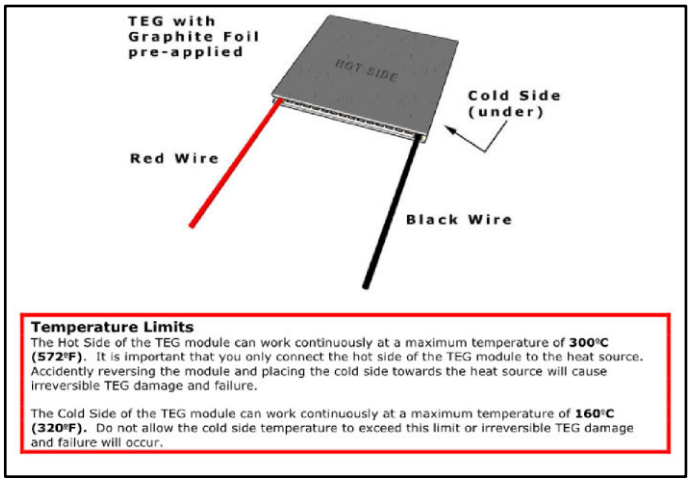


Fig2 Thermo electric

2.2 Thermo electric modulespecification:

Thermoelectric (Seebeck) Power age modules have a huge warm development (and withdrawal) through the scope of permissible temperatures - 60º C to 300º C. It is crucially essential that the mounting framework take into account this development and withdrawal while keeping up an even weight on the module. Hot and Cold Side Identification: Thermoelectric (Seebeck gadgets or TEGs) generators will possibly produce power if there is a temperature contrast over the module. That implies that the "cool" side must be at any rate colder than the "hot" side for there to be any power age. The hot side is commonly joined to a wellspring of warmth while the virus side is regularly associated with a warmth sink that is air or fluid cooled.Keep as a main priority that the warmth from the hot side must make a trip through the TEG to the virus side with the end goal for there to be power produced. It is crucially vital that the warmth sink on the chilly isable to rapidly dispose of this warmth so as to remain cool. In the event that the virus side can't dispose of this warmth, at that point it won't be the virus side for long. Look at the chart underneath. The view is viewed as though the module is set on a table before you as appeared with the wires pointing towards you. The hot side is stamped "HOT SIDE".

2.3 Thermo electric moduleconstruction:

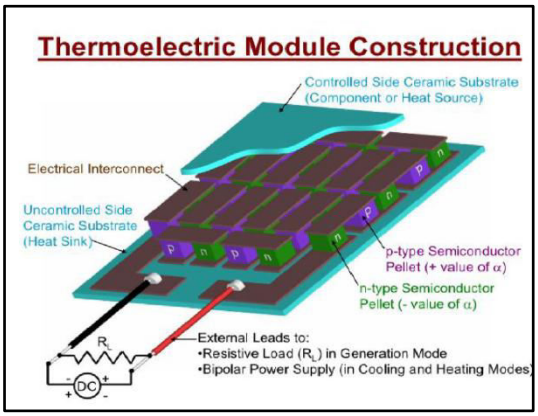


Fig 3 Thermo electric Module specification

A solitary thermoelectric couple is built from two 'pellets' of semiconductor material normally produced using Bismuth Telluride (Bi2Te3).One of these pellets is doped with acceptor contamination to make a P-type pellet; the other is doped with contributor pollution to create a N-type pellet. The two pellets are physically connected together on one side, normally with a little piece of copper, and mounted between two earthenware external plates that give electrical detachment and basic honesty.

2.4 Internal combustion engine:

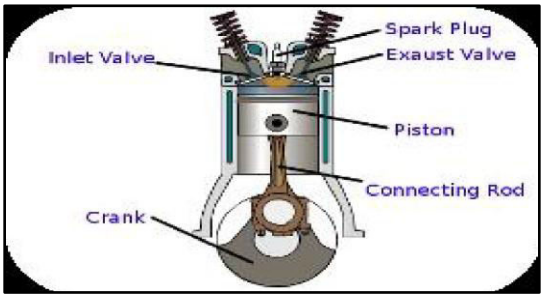


Fig 4 Internal combustion engine:

The term inward burning motor generally alludes to a motor in which ignition is irregular, for example, the more natural four-stroke and two-stroke cylinder motors, alongside variations, for example, the six-stroke cylinder motor and the Wankel revolving motor. A below average of interior burning motors utilize nonstop ignition: gas turbines, stream motors and most rocket motors, every one of which are inside burning motors on indistinguishable standard from recently portrayed. Guns are likewise a type of inner burning engine.Internal ignition motors are very unique in relation to outer burning motors, for example, steam or Stirling motors, in which the vitality is conveyed to a working liquid not comprising of, blended with, or polluted by burning items. Working liquids can be air, high.

2.5 Silencer:

A suppressor (silencer in British English, or back box in Irish English) is a gadget for diminishing the measure of commotion radiated by the fumes of an inside ignition motor Silencer. Suppressors are introduced inside the fumes arrangement of most inner ignition motors, in spite of the fact that the suppressor isn't intended to serve any essential fumes work. The suppressor is built as an acoustic soundproofing gadget intended to decrease the din of the sound weight made by the motor by method for acoustic calming. Most of the sound weight created by the motor is exuded out of the vehicle utilizing a similar channeling utilized by the quiet fumes gases consumed by a progression of entries and chambers fixed with meandering fiberglass protection or potentially resounding chambers agreeably tuned to cause dangerous obstruction wherein inverse sound waves offset one another. An unavoidable symptom of suppressor use is an expansion of back weight which diminishes motor effectiveness. This is on the grounds that the motor fumes must have a similar complex leave pathway worked inside the suppressor as the sound weight that the suppressor is intended to moderate. Some vehicle proprietors evacuate or introduce a secondary selling suppressor when motor tuning so as to expand control yield or diminish fuel utilization on account of monetary or natural concerns, recreational interests, for example, motorsport and

hypermiling as well as for individual tasteful acoustical inclinations. In spite of the fact that the lawfulness of adjusting an engine vehicle's OEM fumes framework shifts by ward, in most created parts of the world, change of a vehicle's fumes framework is typically exceptionally controlled if not entirely prohibited.When the stream of fumes gases from the motor to the environment is impeded to any degree, back weight emerges and the motor's effectiveness, and in this manner control, is decreased. Execution situated suppressors and fumes frameworks in this way endeavor to limit back weight by utilizing various advancements and techniques to constrict the sound. Suppressors are introduced inside the fumes arrangement of most interior ignition motors, despite the fact that the suppressor isn't intended to serve any essential fumes work. The suppressor is built as an acoustic soundproofing gadget intended to lessen the tumult of the sound weight made by the motor by method for acoustic quietingFor most of such frameworks, be that as it may, the general standard of "more power, more clamor applies. A few such fumes frameworks that use different structures and development techniques: Vector

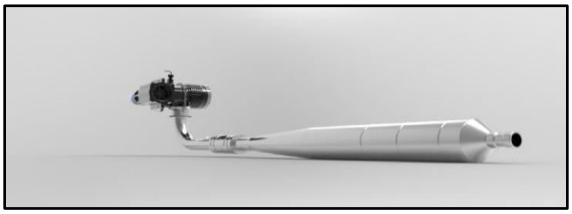


Fig 5 silencer

suppressor - for bigger diesel trucks, utilizes numerous concentric cones[citation needed]Spiral perplex suppressor - for standard vehicles, utilizes a winding molded confound systemAero turbine suppressor - makes halfway vacuums at cautiously div *Fig 5 shows the Silencer* ke negative back weight, viably 'sucking' the fumes out of the ignition chambers.

III. WORKING

In the event that the framework is excessively substantial, the misfortune in the motor proficiency can outperform the electrical vitality created by the TEG making it totally wasteful. Changeability of the fumes gas temperature. The distinctive working purposes of the motor reason the temperature of the fumes gases at a similar purpose of the fumes pipe to differ. This influences the coefficient of execution of the TEG, and henceforth the electrical power produced. The structure must be planned so that all the thermoelectric modules mounted are working close to their ideal execution for the most widely recognized working purpose of the motor. As per the past sections, the shape, estimate, weight, material, and the framework used to upgrade the warm exchange from the fumes gases, are vital parameters to look at the changed plans manufactured till now. Birkholz, U. et al, in a joint effort with Porsche proposed a structure with rectangular cross area. This thermoelectric generator was intended to be changed in accordance with the fumes pipe of a 944 motor with a length of 500 mm and with a complete most extreme cross segment of 300 x 300 mm2. It was made of Hastelloy X (Ni 47, Cr 22, Fe 18, Mo 9).

.3.1 Location of the thermoelectric generator:

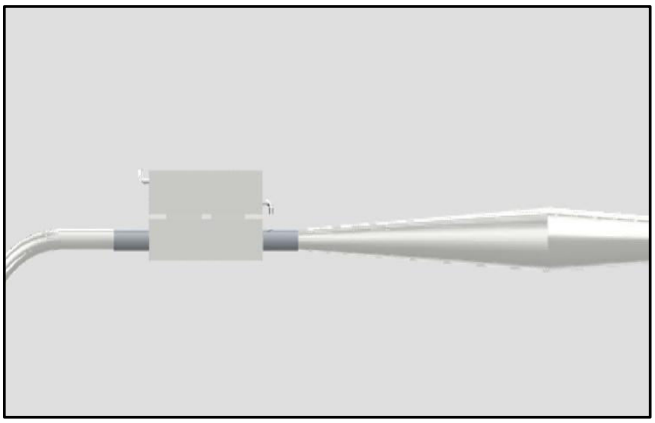
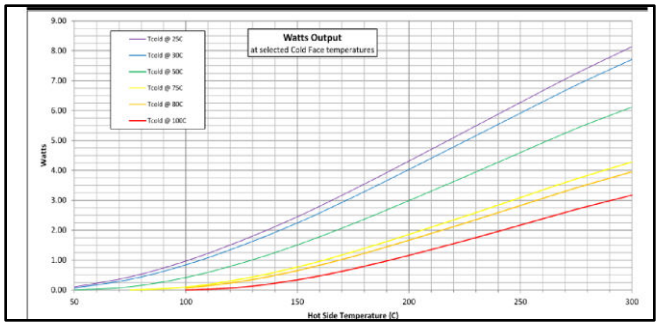


Fig 6 Location of the thermoelectric generator:

Typically the TEG is mounted simply behind the ventilation system so as to utilize the most piece of the warmth amassed in the fumes gases. A conceivable better alternative is the area of the TEG before the impetus. These days, the car producers are in opposition to this alternative since it can influence to the execution of the impetus converter. Vital mounting angles The TEG mounting technique is critical to acquiring the best execution. The most essential suggestions pursue: It is important to permit vertical relocations of the segments due to the warm slopes and the distinctive warm development coefficients of the materials. A decent practice is patching the TE module to the warmth dispersal framework to limit the warm contact obstruction in that part, and utilizing an oil on the hot side. The association must be finished controlling the connected weight through customary or Belleville springs. Some of the time it is hard to construct a TEG that is watertight. In the event that this is required, it is critical to consider that the electrical circuit is near the water framework. It is likewise important to dispense with the issue of air buildup. The most ideal approach to do this is protecting the holes between modules utilizing some sort of silicone.

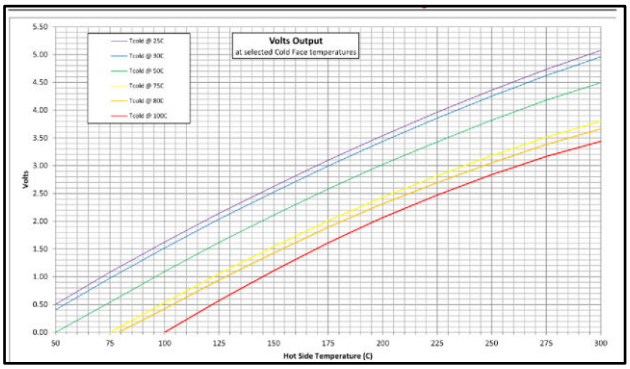
Typically these silicones lose their warm protection properties when the temperature increments, so the space between various thermoelectric modules must be limited. On account of the vibrations which are delivered in a TEGmounted in a genuine fumes pipe, some kind of framework must be planned so as to take out conceivable developments of the modules with respect to the bases where they are mounted. A decent method for doing this is to make a little furrow on the base of the warmth sink.

IV. RESULTS AND DISCUSSION



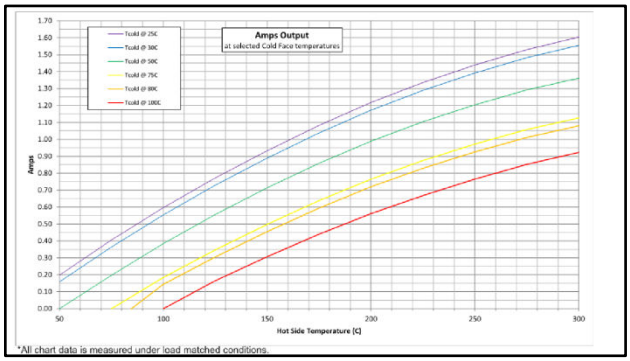
Graph No.1

Graph No.1 demonstrates the estimation of yield watts acquired from TEM mounted in a four stroke petroleum motor the temperature in the fumes channel was T1=150ºC at least motor power, and the temperature of the cooling water was T0=50ºC. The temperature distinction between the hot and cold side of the thermoelectric combines in these conditions was 100ºC. The yield watts acquired is 1.5W/TEM.



Graph no 2

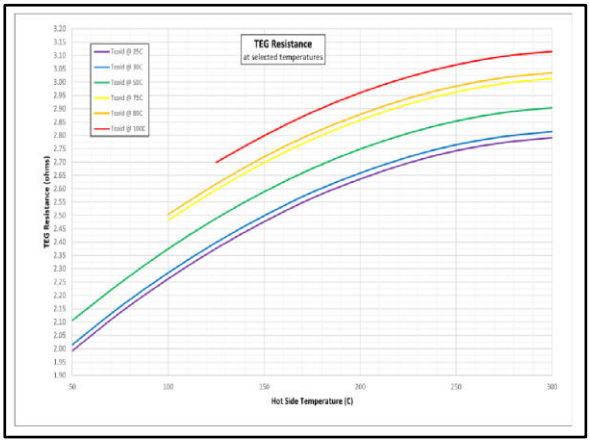
Graph No.2 demonstrates the estimation of yield Volts got from TEG mounted in a four stroke petroleum motor the temperature in the fumes channel was T1=150ºC at least motor power, and the temperature of the cooling water was T0=50ºC. The temperature distinction between the hot and cold side of the thermoelectric combines in these conditions was 100ºC. The yield volts acquired is 2.25V/TEM.



Graph no 3

Graph No.3 demonstrates the estimation of yield watts acquired from TEG mounted in a four stroke oil motor the temperature in the fumes channel was T1=150ºC at least motor power, and the temperature of the cooling water was T0=50ºC. The temperature contrast between the hot and cold side of the thermoelectric combines in these conditions was 100ºC. The yield amps got is 0.71amps/TEM.

Graph No.4 demonstrates the estimation of yield watts acquired from TEG mounted in a four stroke oil motor the temperature in the fumes channel was T1=150ºC at least motor power, and the temperature of the cooling water was T0=50ºC. The temperature contrast between the hot and cold side of the thermoelectric combines in these conditions was 100ºC. The yield obstruction acquired is 2.60 Ω/TEM.



Graph No.4 TEM Resistance

V. CONCLUSION

As of late, an expanding worry of ecological issues of outflows, specifically an unnatural weather change and the requirements on vitality sources has brought about broad examination into imaginative advancements of producing electrical power and thermoelectric power age has risen as a promising elective green innovation. This venture is finished by utilizing just 2 thermoelectric modules by keeping up the surface temperatures of these modules at various temperatures. Level of surface contact with warmth exchanging surface and warmth engrossing surface to the module surfaces is neither checked nor estimated. Every one of the ventures created as of recently are the reason for getting TEGs which coordinate with the car prerequisites. Upgrades in the productivity must be accomplished to make the TEGs gainful for the utilization in autos and trucks.

The productivity of the TEG is for the most part an element of the thermoelectric materials utilized, yet in addition relies upon a decent plan which limits both weight and estimate, and takes into consideration working in a more prominent scope of temperatures. A TEG with a 20% productivity would take into account a decrease in fuel utilization, increasing the helpful power from 44% to 51.8 % .This execution would incredibly diminish recompense time and emanations, notwithstanding fuel reserve funds. When TEGs accomplish an ideal productivity, notwithstanding the staggering expense of thermoelectric modules, their utilization in the vehicle business will turn into a reality on the grounds that the world's biggest and most effective cost decrease frameworks would be in activity, and this would surely bring down the general expense.

VI. REFRENCES

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