INTRODUCTION

• FlexEnergy Solutions
  • Engineers and manufactures highly efficient Ultra low emissions recuperated gas turbines and compact high-temperature heat exchangers

• Flex Turbine GT1300S
  • 1.3 MW power output with a LHV electrical efficiency of 33% at ISO conditions

• Market Areas
  • Oil & Gas, Combined Heat & Power (CHP), Landfill Gas Renewable, and Biogas–Renewable CHP
OBJECTIVE

• The Fellowship focused on GT1300S cogeneration application and engine airflow management through simulations
  • Incorporate a multi-pass gas-liquid CHP heat exchanger into the GT1300S package
    • Maximize use of proven FlexEnergy technology
    • Minimize turbine back pressure
    • Customer liquid temperature controllable
    • Mechanically actuated
  • Engine airflow for 4 GT333S turbines
    • Noise reduction engine inlet air duct
    • Low inlet face velocity for reduced particulate ingestion
    • Minimize pressure drop to engine inlet
SIMULATION RESULTS

- Flow Trajectories

- Damper Position of 0, 45, and 90 degrees respectively
SIMULATION RESULTS

• Simulation: Data Analysis
  • Pressure drop was calculated from exit of the recuperator to exhaust duct for each damper position
  • A 34.5% reduction in back pressure was achieved resulting in 0.185% reduction in turbine inlet temperature and an anticipated increase in the creep life by 14.6%
SIMULATION RESULTS

• Simulation: Data Analysis
  • Multi-pass gas-liquid CHP heat exchanger performance at respective damper positions
  • Calculated from performance curves and scaled with mass flow directed through heat exchanger
SIMULATION RESULTS

• Simulation Data Analysis

  • Damper actuator maximum torque limit
  • CFD provided a pressure load on the damper which was turned into a torque for the various positions

[Graph of Torque Percentage Vs. Damper Position]

% of Maximum Output

Damper Position (Deg)
SIMULATION RESULTS

- Simulation: Data Analysis
  - GT1300S engine and electrical airflow velocity magnitude vectors
    - Targeted low inlet face velocities to minimize particle ingestion
    - Uniform flow distribution at engine inlet
CONCLUSIONS

• A cogeneration design has been conceptualized for the incorporation into the G1300S cycle
  • Up to 85% total efficiency
  • Reduced turbine back pressure compared to similar integration in GT333S
  • Controllable water discharge temperature
• Engine inlet duct
  • Low face velocity duct
  • Minimal pressure drop
  • Low sound ducting
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