

CBE 30399

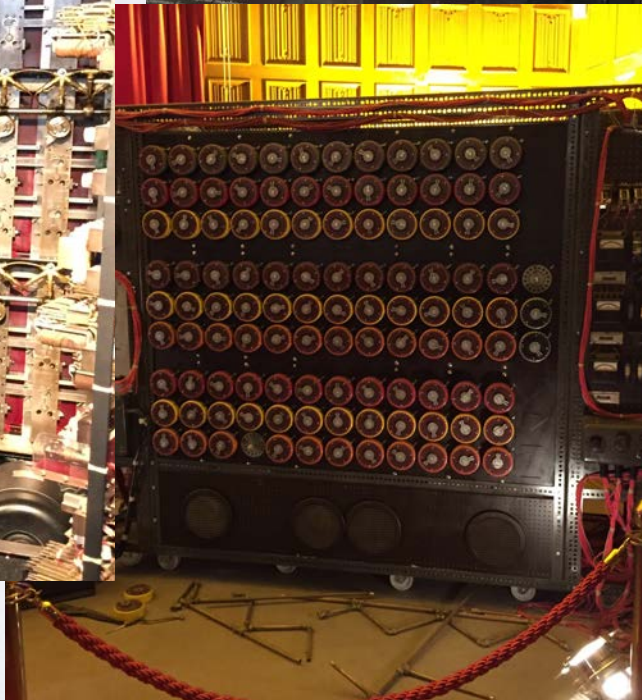
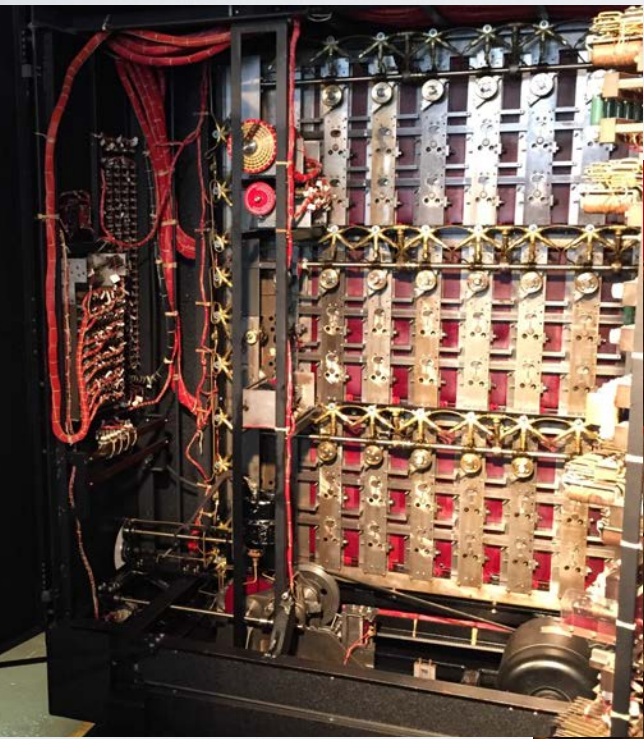
2/4/16

# TOPICS

- Something about... London!
- Review of heat transfer and heat exchangers
- Continuation of discussion of gas absorption



# BLETCHLEY PARK (CODE BREAKING)

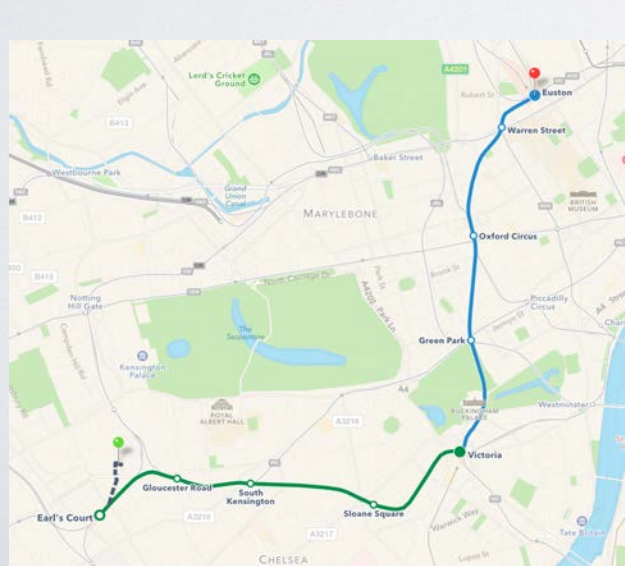
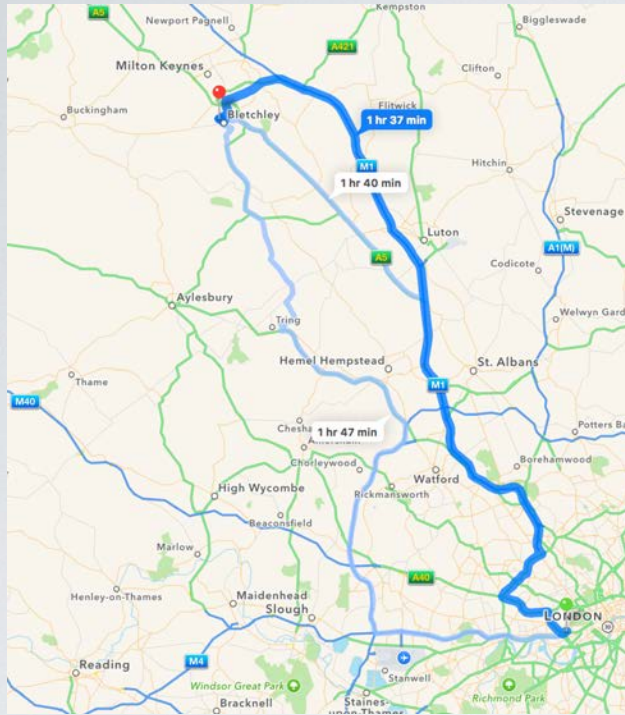


THE TURING BOMBE REBUILD PROJ





# TRAINS (TO BLETCHLEY)



London Euston

Milton Keynes Central

Today Tomorrow

05-Feb-2016

09 00

[Get train times](#)

### Saving tips

- Buy off peak
- Buy before midnight the day before
- Buy before the day of travel

[Buy Tickets](#)

Buy in advance and save 43% on average\*

Live departures • Business • Hotels • Short breaks • Eurostar & Europe • Tools & apps • Deals

## London Euston to Milton Keynes Central, Tomorrow at 09:10

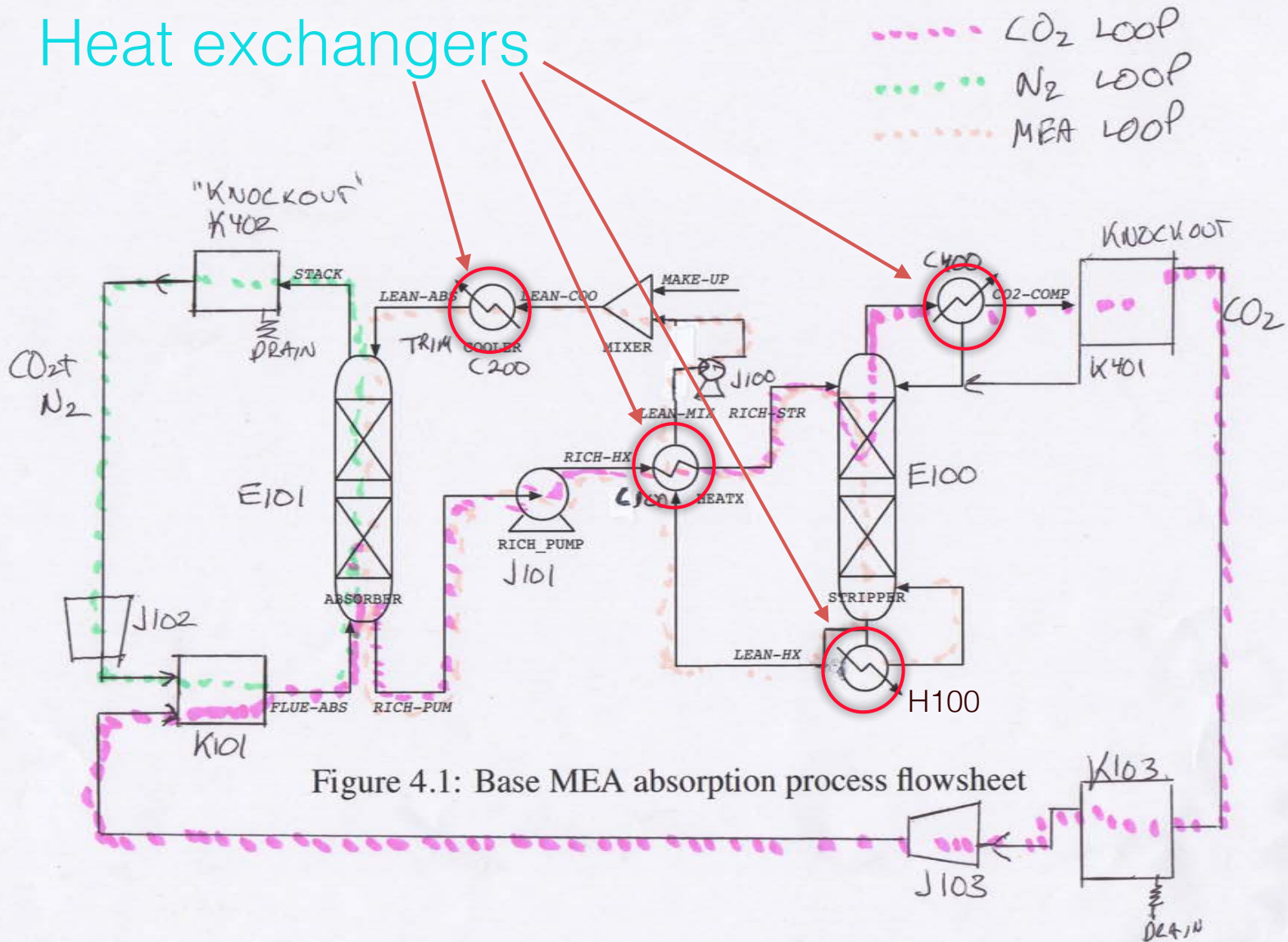
Home • Train times • London Euston to Milton Keynes Central

< Earlier Later >

09:10	London Euston	30m	PEAK
09:40	Milton Keynes Central (Plat 6)	Direct	<a href="#">Find Tickets</a>
09:13	London Euston	41m	PEAK
09:54	Milton Keynes Central (Plat 3)	Direct	<a href="#">Find Tickets</a>
09:20	London Euston	30m	OFF PEAK
09:50	Milton Keynes Central (Plat 6)	Direct	<a href="#">Find Tickets</a>
09:24	London Euston	57m	OFF PEAK
10:21	Milton Keynes Central (Plat 2)	Direct	<a href="#">Find Tickets</a>

# IMPERIAL FLOWSHEET

## Heat exchangers



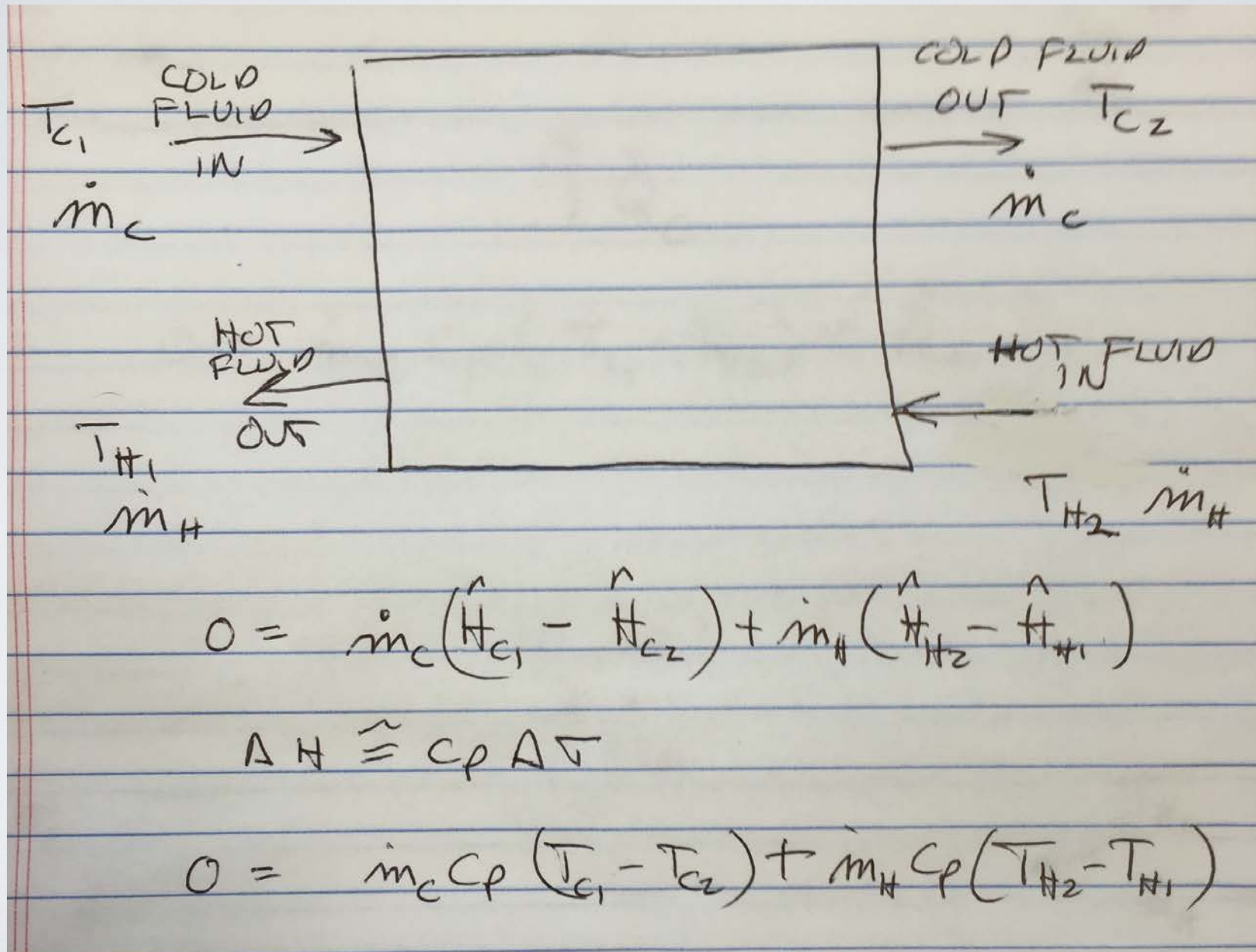


# HEAT EXCHANGERS

- Two basic “ideas” ... a.k.a. equations:
  - Energy is conserved
    - First law of thermodynamics
  - We have accurate equations to quantify how fast heat will flow through fluids and walls
    - Newton’s law of cooling

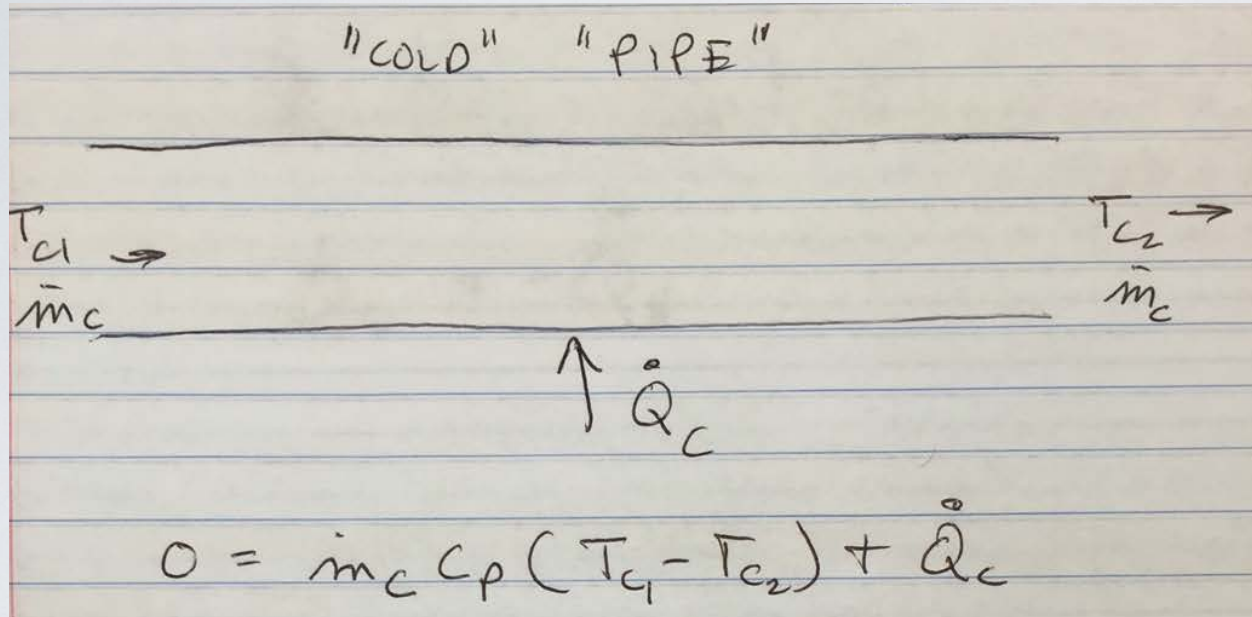
# HEAT EXCHANGER EQUATIONS

# FIRST LAW FOR "BLACK BOX" HEAT EXCHANGER

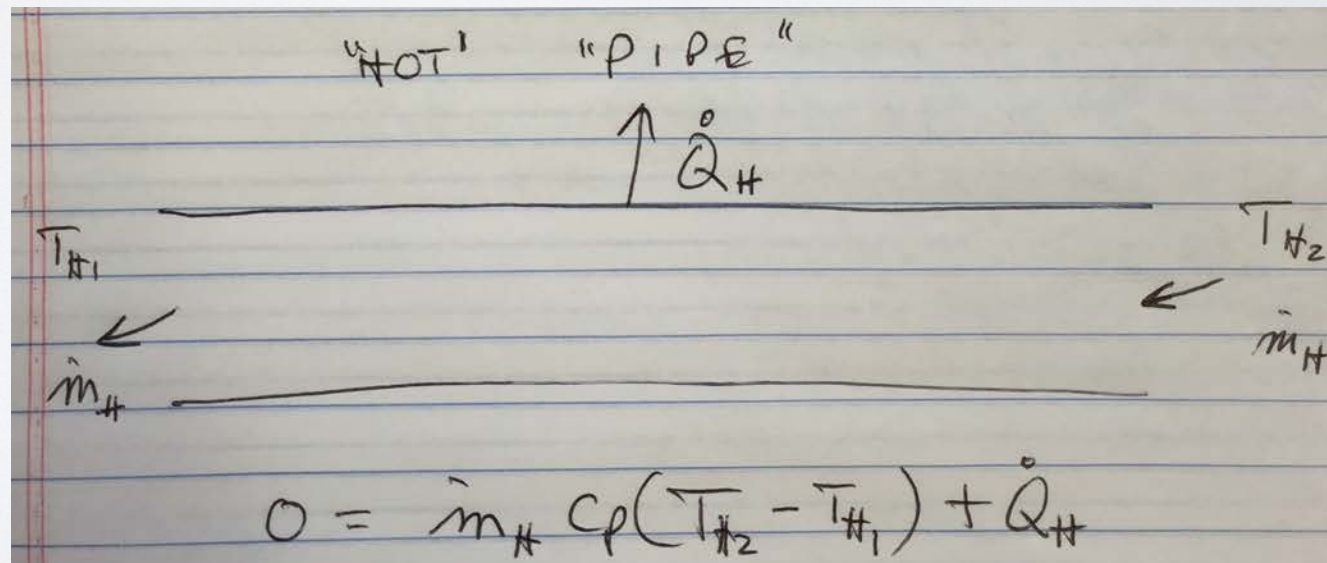




# ENERGY BALANCE FOR EACH "PIPE" SEPARATELY



$$\dot{Q}_c > 0, \quad \dot{Q}_H < 0$$
$$\dot{Q}_c = -\dot{Q}_H$$



# OVERALL RATE EQUATION

$$\dot{Q} = UA \Delta T_{LM}$$

$U \equiv$  OVERALL HEAT TRANSFER  
COEFFICIENT

A MEASURE OF OVERALL  
EFFICIENCY OF HEAT TRANSFER

$A \equiv$  CONTACT AREA BETWEEN  
COLD AND HOT STREAMS  
I.E. INSIDE OR OUTSIDE AREA  
OF "PIPE"



$\Delta T_{LM}$

≡ "LOG MEAN" TEMPERATURE  
DIFFERENCE

THE OVERALL AVERAGE  
"DELTA T" BETWEEN HOT AND  
COLD STREAMS

OBTAINED BY INTEGRATING  
A DIFFERENTIAL HEAT  
BALANCE ALONG THE  
LENGTH OF PIPE.

$$\Delta T_{LM} = \frac{\Delta T_2 - \Delta T_1}{\ln \left( \frac{\Delta T_2}{\Delta T_1} \right)}$$

$$= \frac{(T_{C2} - T_{H2}) - (T_{C1} - T_{H1})}{\ln \left( \frac{T_{C2} - T_{H2}}{T_{C1} - T_{H1}} \right)}$$



# "DELTA T LOG-MEAN" W/NUMBERS

$$= \frac{(30-100) - (15-40)}{\ln \frac{(30-100)}{(15-40)}}$$

$$= -43.7 \text{ C}$$

WHAT IF COCURRENT?

$$= \frac{(15-100) - (30-40)}{\ln \frac{(15-100)}{(30-40)}}$$

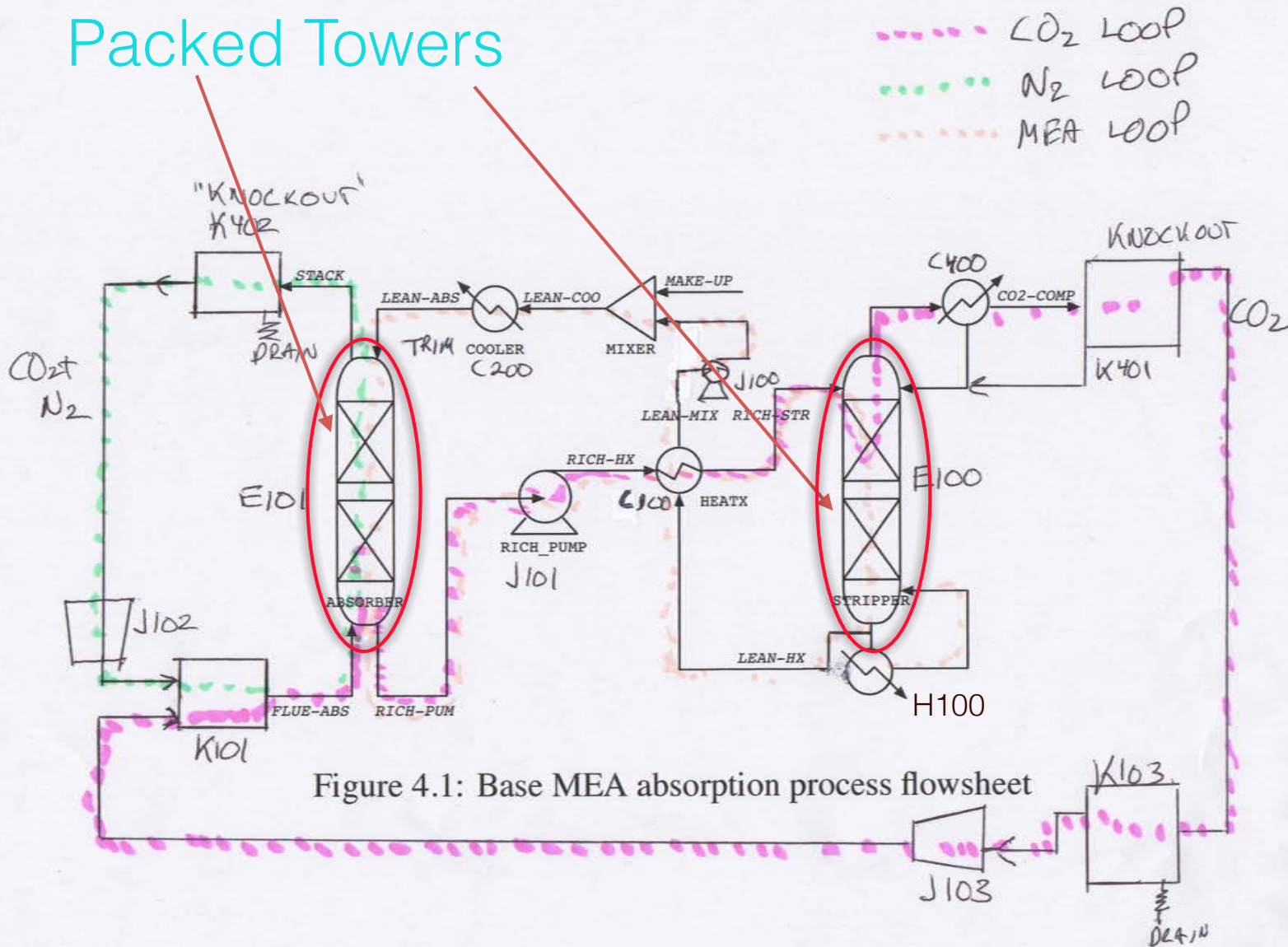
$$= -35 \text{ C}^{\circ}$$

# GAS ABSORPTION/STRIPING



# Imperial Flowsheet

## Packed Towers



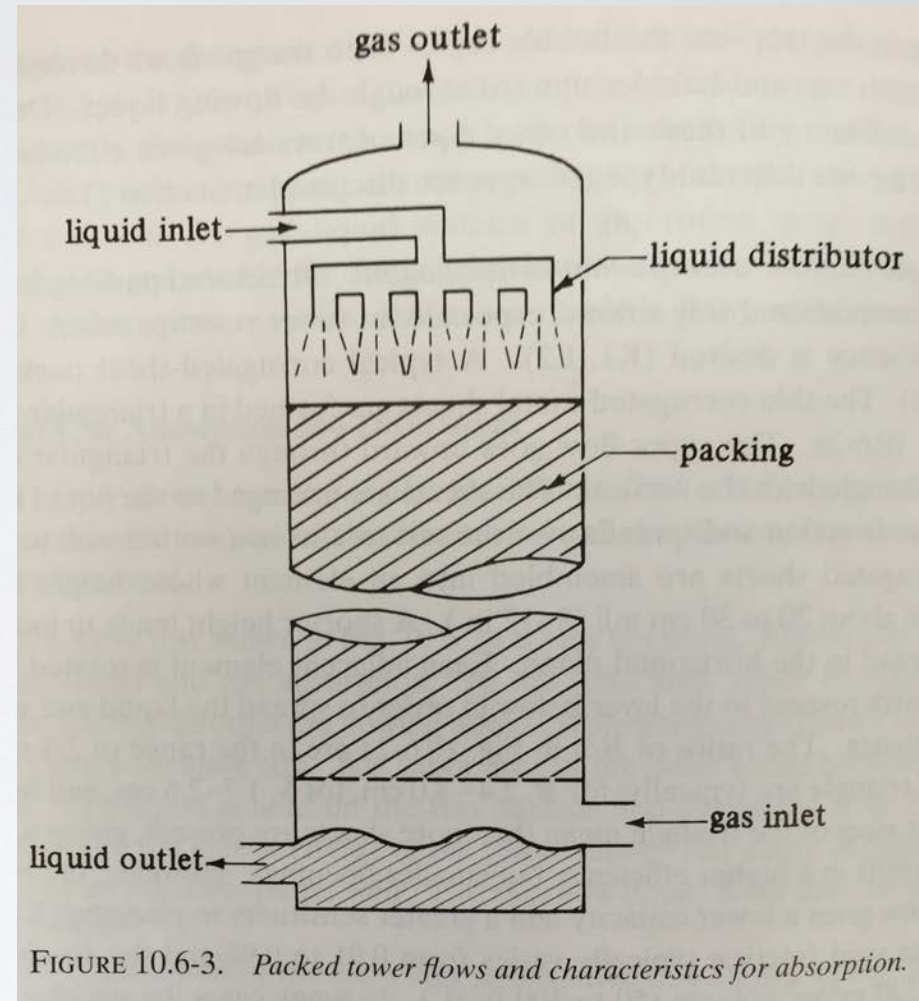
# THE TWO COLUMNS





# PACKED TOWER

- **Countercurrent**
  - greater overall “driving force” (concentration difference)
  - (potentially) no limitation on amount of CO<sub>2</sub> removed
    - could contact lowest concentration exiting gas with “pure” solvent



# TWO BASIC PRINCIPLES

- Conservation of mass
  - Keep track of chemical species and deal with reaction
- Rate of transfer equation
  - analogous to Newton's Law of cooling

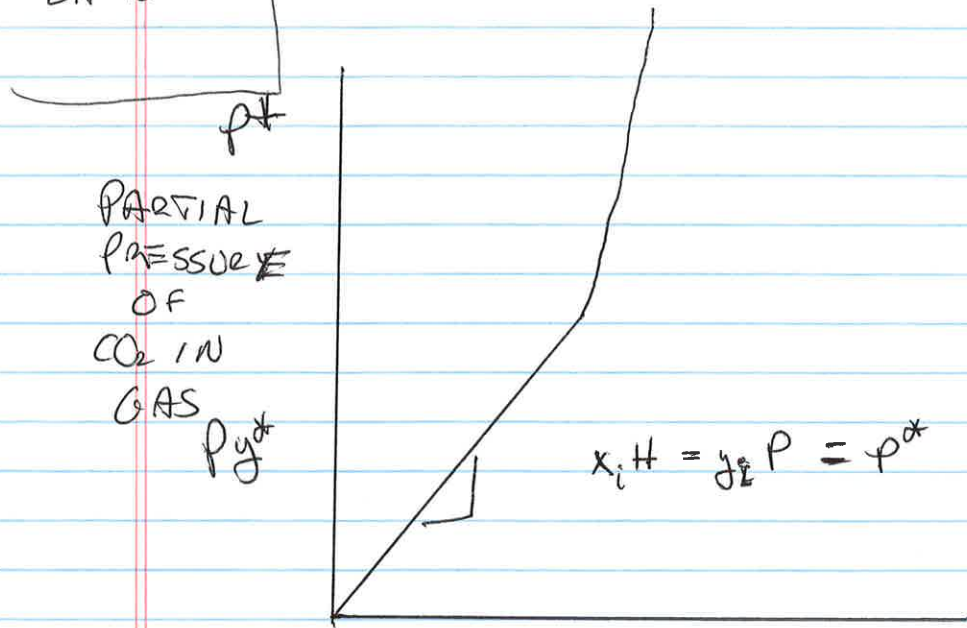


SIMPLEST  
CONCEPTUAL  
APPROACH

CHANGE IN TOTAL  
PRESSURE

2/14/16 ①

# GAS-LIQUID EQUILIBRIUM BEHAVIOR



PARTIAL  
PRESSURE  
OF  
CO<sub>2</sub> IN  
GAS  
 $P_y$

$$x_i H = y_i P = P^{\alpha}$$

$x_i$ , MOLE FRACTION  
OF CO<sub>2</sub>  
IN LIQUID

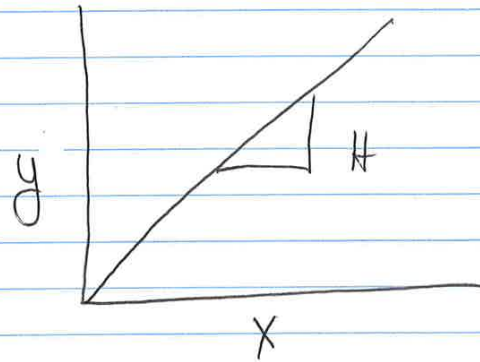
$H$  = HENRY'S LAW  
COEFFICIENT

$y$  = MOLE FRACTION OF  
CO<sub>2</sub> IN GAS.

SMALLER  $H$   $\Rightarrow$  HIGHER SOLUBILITY

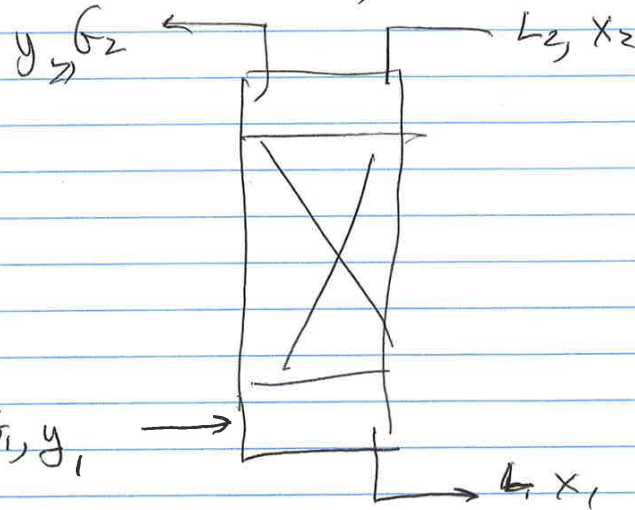
②

SO LET'S USE :



$$y = Hx$$

MASS BALANCE, JUST THINK OF  
CO<sub>2</sub> IN AIR, LIQUID w/ CO<sub>2</sub> DROPP



• Chalk...



(3)

MASS BALANCE (MOLBS)

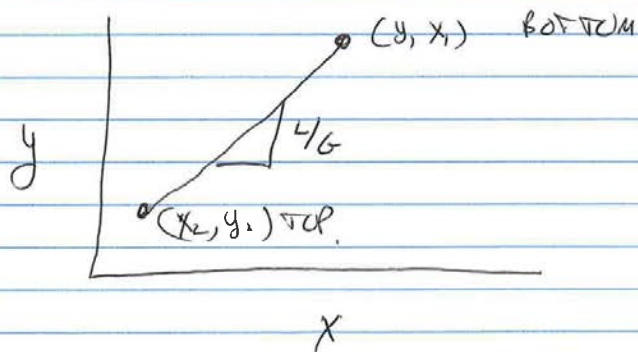
$$G_1 + L_2 = G_2 + L_1$$

COULD BE CONSTANT,  $L_1 = L$   
 $G_1 = G$

$$CO_{2,IN} = CO_{2,OUT}$$

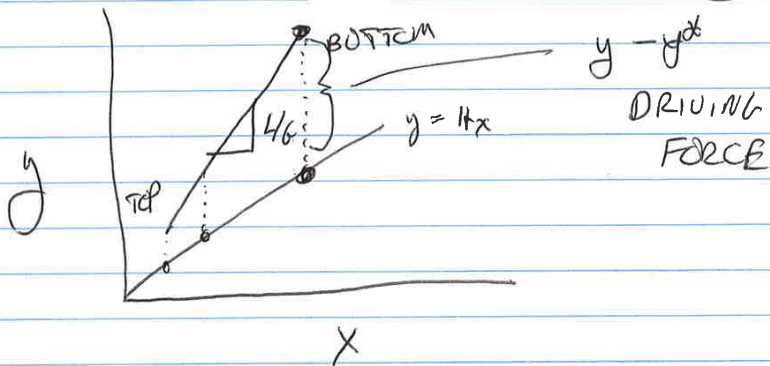
$$y_1 G + L x_2 = y_2 G + L x_1$$

$$(y_1 - y_2) G = (x_1 - x_2) L$$

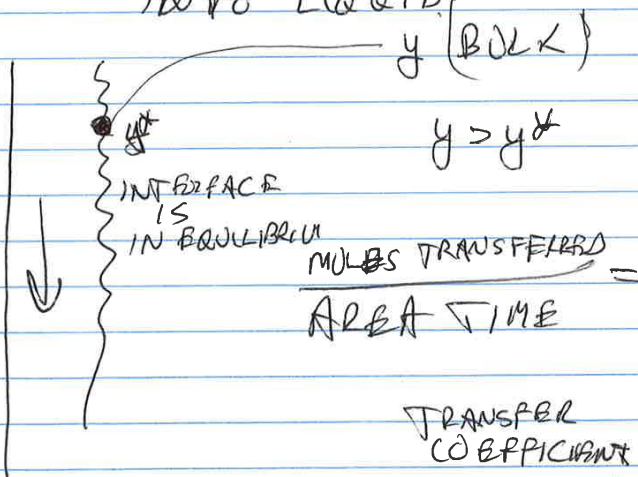


$$\frac{L}{G} = \frac{(y_1 - y_2)}{(x_1 - x_2)}$$

4



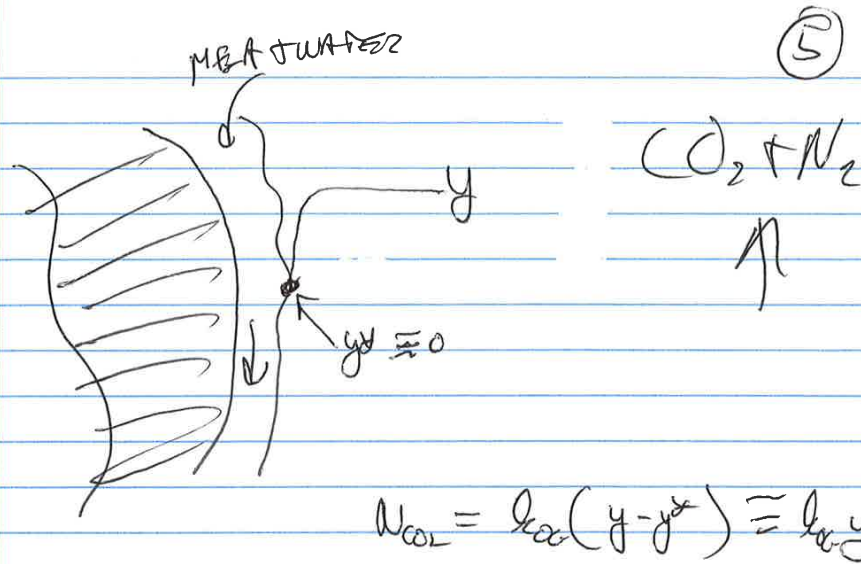
ALL ALONG COLUMN,  
 CONCENTRATION IN GAS OF  
 $CO_2$  IS  $>$  EQUILIBRIUM  
 VALUES, SO  $CO_2$  GOES  
 INTO LIQUID.



TRANSFER COEFFICIENT  $\times$  DRIVING FORCE

$$N_{CO_2} = k_{CO_2} (y - y^*)$$





THINGS ARE CHANGING.  
HOW DO WE DEAL WITH THIS?

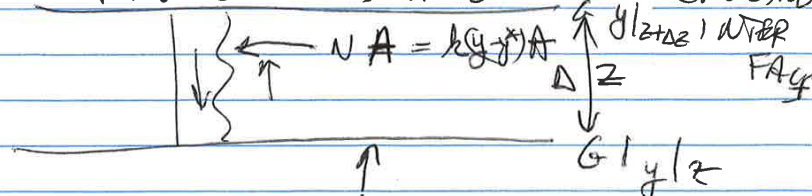
TAKE "CONCEPTUALLY" A

"DIFFERENTIAL SLICE"

ACROSS COLUMN. (X-SECTION)

DO A MASS BALANCE

CHANGE OF MOLES IN GAS = MOLES CROSSING



CHANGE IN  
MOLES/TIM

⑥

$$Gy|_z - Gy|_{z+\Delta z} = k a (y - y^*) \Delta V$$

$$\Delta V \equiv A_{\text{TOWER}} \Delta z \quad \text{CROSS-SECTION AREA}$$

$$a \equiv \frac{\text{CONTACT AREA FOR MASS TRANSFER}}{\text{VOLUME OF PACKED REGION}}$$

VOLUME OF PACKED REGION

$$-G \frac{(y|_{z+\Delta z} - y|_z)}{\Delta z} = k a (y - y^*) A_{\text{TOWER}}$$

$$- \frac{dy}{dz} = \frac{k a}{G} (y - y^*) A$$

$$\int_0^z dz = - \frac{G/A}{k a} \int_{y_1}^{y_2} \frac{dy}{(y - y^*)}$$

$$z = \left( \frac{G/A}{k a} \right) \int_{y_1}^{y_2} \frac{dy}{(y - y^*)}$$

$$z = H_{OG} N_{OG}$$



⑦

IF  $y^* = \text{CONST}$

$$-\int_{y_1}^{y_2} \frac{dy}{y - y^*} = \ln \left( \frac{y_1 - y^*}{y_2 - y^*} \right)$$

IF  $y^* = 0$ .

$$-\int_{y_1}^{y_2} \frac{dy}{y} = \ln \left( \frac{y_1}{y_2} \right)$$

FOR ~~THE~~ 2 IMPERIAL EXPTS,

YOU CAN MEASURE  $y$  AT  
BEGINNING MIDDLE END  
SOME MORE IN BETWEEN.

YOU KNOW "Z"  
CONCENTRATIONS GIVE NOG  
DETERMINE

→ NOG.

②

FOR SID COLUMN.  
DON'T INTEGRATE FORMULAE...

GO TO

$$-\frac{dy}{dz} = \frac{k_a}{G} (y - y^*) A$$

$$k_a = \frac{\left(\frac{G}{A}\right) \frac{1}{(y - y^*)} \left(-\frac{dy}{dz}\right)}{a_v}$$

$a_v$  = PROPERTY OF "PACKING"  
350 m<sup>2</sup>/m<sup>3</sup>

$\frac{dy}{dz} = \frac{\Delta y}{\Delta z}$  ← MEASURE AT TWO "STAGES"  
DISTANCE BETWEEN MEASUREMENTS

$y^* = 0, y$

$\frac{G}{A}$  = GAS FLOW RATE  
CROSS AREA OF TOWER.



(14)

$$\Delta z \rightarrow 0$$

$$k(y - y^*) a_v A_c = L \frac{dY}{dz} A_c$$

$$k = \frac{\frac{dY}{dz} \frac{L}{(y - y^*)} \frac{G}{P}}$$

$$\text{Look up } a_v = 350 \frac{\text{m}^2}{\text{m}^3}$$

$$P = 101.3 \times 10^3 \text{ Pa}$$

$$G = 100 \frac{\text{kg mol}}{\text{hr m}^2}$$

$$y = 0.05$$

$$\frac{dY}{dz} = \frac{0.02}{1 \text{ m}}$$

$$= \frac{\left(\frac{0.02}{1 \text{ m}}\right) \left(\frac{1}{0.05}\right) \left(\frac{100 \text{ kg mol}}{\text{m}^2 \text{ hr}}\right)}{350 \text{ m}^2/\text{m}^3 \cdot 101.3 \text{ Pa}}$$

$$\frac{dy}{y-y^2} = \frac{K_a \rho}{G}$$

$$dz = \frac{G}{K_a \rho} \int_{y_1}^{y_2} \frac{dy}{y-y^2}$$

$$= \left( \frac{G}{K_a \rho} \right) \left( y_2 - 1 \right) \left( y_1 + (y_2 - 1) \ln \left( \frac{y_1 - y_2}{y_2 - y_1} \right) \right)$$

$H_{OG} = 2.5 \text{ m}$        $\downarrow$        $\downarrow$

$4.86$

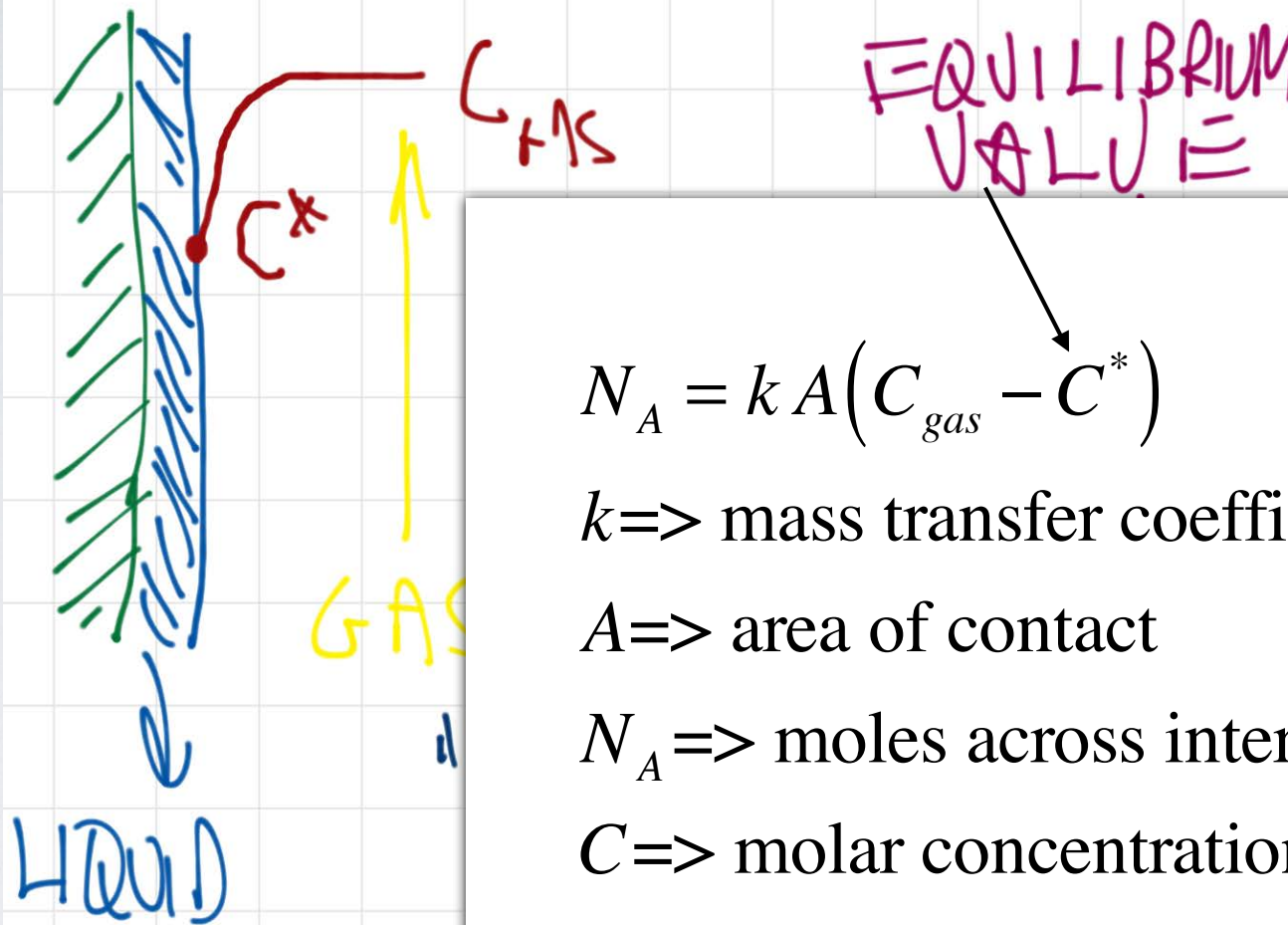
$$A = 0.415 \text{ m}^2$$



$$k = \frac{0.001 \text{ K mol}}{\text{m K Pa m}^2}$$

# MASS TRANSFER RATE

## EQUATION



$$N_A = k A (C_{gas} - C^*)$$

$k \Rightarrow$  mass transfer coefficient

$A \Rightarrow$  area of contact

$N_A \Rightarrow$  moles across interface/time

$C \Rightarrow$  molar concentration of  $\text{CO}_2$  in gas