


A novel degree-hour method for rational design loading

Andrii Radchenko¹, Mykola Radchenko¹ , Dariusz Mikielwicz², Roman Radchenko¹ and Andrii Andreev¹

Proc IMechE Part A:
J Power and Energy
2022, Vol. 0(0) 1–10
© IMechE 2022
Article reuse guidelines:
sagepub.com/journals-permissions
DOI: 10.1177/09576509221135659
journals.sagepub.com/home/pia


Abstract

Cooling degree-hours (CDH) received the broadest application in evaluation of the ambient air cooling efficiency in power engineering (engine intake air cooling systems) and air conditioning. The current CDH numbers are defined as a drop in air temperature multiplied by associated time duration of performance and their summarized annual number is used to estimate the annual effect achieved due to sucked air cooling in power plants based on combustion engines (fuel saving, power output increment) and in air conditioning (refrigeration energy generation according to needs). A majority of approaches to designing ambient air cooling systems is proceeding from the cooling capacity of the chillers selected to provide a maximum current or annual CDH number with corresponding maximum current or annual effect (additional energy produced or fuel consumption reduction) in site climate location. But such approaches lead to inevitable oversizing the chillers and cooling systems in the whole. The analysis of intake air cooling efficiency in site varying climatic conditions, accompanied by quite a simple numerical simulation, enabled to reveal the potential of its enhancement and evaluate numerically the results of each step of designing in logical sequence. The new approaches to cooling system rational designing were introduced, that enables to synthesize and substantiate innovative principal decisions to exclude unproductive waste of installed (design) cooling capacity in actual operation. The innovative findings of methodological approaches include the use of the rate of annual CDH number increment as an indicator for selecting the optimum and rational values of design cooling capacity. The optimum cooling capacity corresponds to maximum rate of summarized annual CDH increment and maximum level of thermal loading accordingly, which provides minimum sizes of the chiller. In reality, it is a minimum permissible value of cooling capacity of the chiller installed and the overall ambient air cooling system. The rational cooling capacity, that enables to achieve practically maximum value of annual CDH and avoid chiller oversizing, is determined as the second, local, maximum of the rate in the summarized annual CDH over the range above the first one, global, maximum. A rational design cooling capacity determined by applying the novel methodology allows to decrease the ambient air cooling system sizes by 15 to 20% compared with traditional designing issuing from the peaked thermal load during a year. With this practically a maximum annual effect in fuel saving (energy generation or others) can be achieved too.

Keywords

Cooling, ambient air, degree-hour, design load, cooling capacity, annual effect, chiller

Introduction

Cooling degree-hours (CDH) found the broadest application in evaluation of the ambient air cooling efficiency in power engineering, first of all in engine inlet air cooling systems (engine IACS): as evaporative cooling potential when gas turbine inlet cooling by inlet fogging^{1,2} and by chillers^{3,4,5}, as well as in air conditioning systems (ACS)^{6–8} and in trigeneration systems with ACS for cooling combustion engine intake air.^{9,10} In order to estimate the IACS operating efficiency over the all range of site climatic conditions, the current CDH numbers are to be summarized to calculate the overall \sum CDH number over a considered period (month, year, season) expected in site climatic conditions^{11,12} or along route line for transport ACS.¹³

A commonly used analysis involves calculations of the annual \sum CDH, while assigning an economic benefit to each CDH number in terms of fuel saved or engine output increased due to cooling.^{14,15} This calculation gives the

total annual fuel saving or additional power output that can be produced due to engine inlet air cooling^{16,17} and takes into account the climatic performance characteristics of the engine applied.

The analyses of cooling load profiles when cooling air at the GT inlet was conducted in dependence of dry and wet bulb ambient air temperatures and humidity.^{18,19} The annual \sum CDH and cooling load profiles were investigated depending on the ambient temperature and humidity distribution.^{18,20,21} A sinusoidal distribution of ambient temperature was proposed.^{6,22}

¹Admiral Makarov National University of Shipbuilding, Mykolayiv, Ukraine

²Gdansk University of Technology, Gdansk, Poland

Corresponding author:

Mykola Radchenko, Admiral Makarov National University of Shipbuilding, 9 Heroes of Ukraine Avenue, Mykolayiv 54025, Ukraine.

Email: nirad50@gmail.com

In reality, any estimation method, used in thermal technologies and issuing from annual (monthly, seasonal) effect, based on the “hour-by-hour” or other time step by step calculation procedure to take into account actual varying site climatic conditions might be considered as based on cooling/heating degree hour (C/HDH) numbers. In the case of IACS or ACS such methods involve CDH calculations in terms of ambient air temperature depression: on the base of ambient dry-bulb,^{5,6} wet bulb¹ or both of the temperatures¹⁸ to save energy due to sucked air cooling and performance at rational cooling capacity. The latter is to off set actual cooling requirements in response to actual ambient air parameters and achieve practically maximum annual effect as result.^{7,23}

The thermal demand management (TDM)^{24,25} are based on different criteria.^{9,26} They were developed for combined cooling, heat and power – trigeneration,^{27,28} as well as ACS for building applications^{29,30} including modern Variable Refrigerant Flow (VRF) systems.^{31,32}

In energetic application the cooling potential, needed to cover thermal duties, is to be compared with its available value gained due to waste heat recovery. The latter can be increased through deep recovering waste heat from combustion engines: gas turbines (GT) and engines (GE), internal combustion engines (ICE), A potential of the heat released from internal combustion engines might be enhanced due to deep exhaust gas heat utilization.^{11,33} The latter becomes possible due to combustion of waterfuel emulsion that makes possible to apply low temperature condensing surfaces.^{13,34,35} Besides, the harmful emissions can be reduced through exhaust gas ecological recirculation.³⁶ In both cases, the exhaust gas heat can be converted into refrigeration for cooling engine intake air, primary evaluated by cooling degree hour (CDH) numbers. As deeper intake air cooling, id est. higher CDH, the greater effect in engine fuel saving or power augmentation is gained.

The heat gained due to utilization of engine exhaust gas heat might be converted into refrigeration by waste heat recovery chillers (WHRCh) for cooling combustion engine cyclic air that leads to improve engine fuel efficiency.⁵ Besides direct evaporative cooling,^{37,38} compression refrigeration machines,³⁹ adsorption refrigeration⁴⁰ and absorption ammonia-water chillers⁴¹ or lithium-bromide chillers. The absorption lithium-bromide chillers (ACh) are highly efficient and widespread in a hot climate. The simple cycle ACh have quite high values of COP within 0.7 to 0.8. They are environmentally friendly due to use of water as a coolant. However, because of a comparably increased chilled water temperature of 7°C they are not able to reduce the air temperature less than 15°C.

The most simple in construction refrigerant ejector chillers (ECh) enable to achieve the temperature of air lower than 10°C^{42,43} with increased effect (fuel saving, power increase) accordingly. But they have lowered COP of 0.2 to 0.4 and consume increased heat as result. In this case the energy saving technologies as exhaust gas boilers with low temperature condensing surfaces can be applied to arise the available heat for cooling engine cyclic air. For these

purposes quite simple jet or thermopressor devices⁴⁴ can be used to cool charge air in ICE¹² or compressed air in GT.⁴⁵

So far as the effect, achieved due to cooling sucked air and evaluated by CDH number as a primary criterion, depends on the temperature of cooled air limited by difference between the temperatures of air cooled and coolant at the air cooler outlet accordingly, it could be enhanced by heat transfer intensification. The latter, in its turn, enables deeper air cooling by applying, for instance, the coolants of different temperature (chilled water, boiling refrigerant) in two-stage hybrid air coolers^{35,46} fed by coolants from WHRCh of combined types, for instance absorption-ejector chillers (AECh).¹⁰

In order to increase heat flux at reduced temperature difference in heat exchangers, leading to decrease the sizes of heat exchangers and corresponding energy spent to cover their aerodynamic resistance at lowered leaving temperature of cooled air simultaneously, the various methods of heat transfer intensification^{47,48} and advanced heat exchangers^{47,49,50} and injector circulation contours¹⁰ are proposed.

In order to enhance and estimate the efficiency of fuel saving technologies based on engine cyclic air cooling the various simulation methods with using ANSYS program complexes,^{49,51} methods for processing the data on ambient air parameter influence on AECS loading,^{52,53} air temperature and humidity control,^{54,55} exhaust energy recovery⁵⁶ and economical analysis⁵⁷ were applied.

As aforementioned, any estimation method, used in thermal technologies and issuing from annual (monthly, seasonal) effect gained, is based on the “hour-by-hour” calculation of cooling/heating degree hour (C/HDH) numbers procedure to take into account actual varying site ambient air parameters.

Although many scientists consider the cumulative effect, gained due to air cooling, calculated proceeding from CDH along with time elapsed (yearly CDH profile),^{18,58} only some studies focus on analysing the character (rate of increment) of yearly cumulative cooling profiles versus thermal load when determining a design cooling load^{27,28} and taking into account the rate of cumulative cooling characteristic increment (Radchenko A. et al. 2020.⁵⁹)

Practically all typical methods, that include summarizing the CDH number, are based on the approach that a design cooling capacity is to off set maximum requirements within the overall range of yearly operation.^{18,19} Such assumption leads to inevitable overestimation of design loads and oversize of the chillers and the IACS in the whole. Thus the problem to define the correct design heat load to avoid significant overestimation and satisfying the closed to maximum cooling requirements simultaneously needs further decision.

The object is to develop easy to use method to define a rational design cooling capacity of IACS, that provides practically maximum annual effect achieved due to cooling and avoids noticeable oversizing simultaneously, and its optimum value, that allows to achieve a maximum rate of summarized effect at minimum sizes, that enables users to conduct appropriate designing of IACS for site climatic conditions.

Research methodology

General assumptions and hypothesis

The following assumptions and approaches for rational designing of IACS basing on cooling degree-hours (CDH) numbers are accepted.

The annual cooling potential as summarized cooling degree-hour numbers $\sum CDH$, previously applied only for estimation of the effect achieved due to cycle air cooling in combustion engines (reduction of fuel consumption, increase in engine power output), is used to define a rational design thermal load on IACS and cooling capacity of the chillers.

The current cooling degree-hour (CDH) number is calculated as a multiplication of two variables: a temperature depression Δt of air being cooled and corresponding operation duration τ : $CDH = \Delta t \cdot \tau$, °C·h.

The widespread program “meteomanz” (<http://www.meteomanz.com>) is applied to choose site temperature t_a and relative humidity φ_a of ambient air as real input data for CDH number calculation.

The specific cooling capacity q_0 as the overall cooling capacity Q_0 related to mass flow rate G_a of ambient air, $q_0 = Q_0/G_a$, is used to generalize the results for any thermal load and total cooling capacity and to simplify the procedure of calculations.

The lack of typical methods of IACS designing, based on the current CDH numbers and aimed to cover yearly peak demands, is caused by the variations in actual ambient air temperature depressions $\Delta t = t_a - t_{a2}$ due to its cooling to a set temperature t_{a2} and in thermal loads on IACS as result. These needs the approximation of CDH number characteristic curve with deviations (inaccuracy) of about 20%, that excludes the possibility to define a correct design cooling capacity value proceeding from the current thermal loads in principle and inevitably leads to IACS oversizing.

The following hypothesis are formulated for adopting the current CDH numbers to rational designing of IACS:

- the fluctuations of current CDH numbers and thermal loads on the chillers and IACS accordingly, influenced by changeable ambient air parameters, are preferably to reflect by the rate of their summarized annual cooling degree hour $\sum CDH$ increment;
- the use of relative value of summarized annual cooling degree hour $\sum CDH/q_0$, referred to design cooling capacity, as an indicator enables to select the optimum value of cooling capacity $q_{0,opt}$ of IACS that provides the maximum rate of summarized annual cooling degree hour $\sum CDH$ increment $(\sum CDH/q_0)_{max}$ and minimum sizes of the chillers accordingly, as well as the rational cooling capacity $q_{0,rat}$ providing practically maximum annual $\sum CDH$ number and annual effect as result, but without noticeable IACS oversizing.

Calculation procedure

The current cooling degree hour values CDH are calculated as the multiplication of a temperature depression Δt as difference between the ambient air temperatures t_a and a set temperature of chilled air t_{a2} and corresponding operation duration τ :

$CDH = \Delta t \cdot \tau$, °C·h or K·h, where $\Delta t = t_a - t_{a2}$, °C or K.

The summation of the current CDH numbers as intake air cooling potential for a year, i.e. $\sum CDH = \sum(\Delta t \tau)$, °C·h or K·h, gives a total annual intake air cooling potential at a location.

The use of cooling degree hour CDH number as a primary criterion allows to evaluate the annual effect gained due to cooling sucked air of combustion engines as the annual fuel reduction by applying quite a simple correlation like

$$\sum B = \sum [CDH (\Delta b_e / \Delta t) \cdot P_e] \quad (1)$$

where b_e – specific fuel consumption of combustion engine, g/(kWh); P_e – engine power output, kW, or as increase in engine power energy output $\sum \Delta P_e$ according to correlation

$$\sum \Delta P_e = \sum [CDH (\Delta P_e / \Delta t) \cdot P_e] \quad (2)$$

With this the values of specific fuel consumption reduction $\Delta b_e / \Delta t$ or increase in engine power $\Delta P_e / \Delta t$ due to depression of engine sucked air temperature by each 1°C are selected according to engine climatic characteristic.^{1,5}

The specific cooling capacity q_0 as the overall cooling capacity Q_0 related to mass flow rate G_a of ambient air, $q_0 = Q_0/G_a$, is used to generalize the results for any thermal load and overall cooling capacity and to simplify the procedure of calculations.

With the aim of generalization of the results and simplifying the calculation procedure, the thermal load and cooling capacity accordingly is used in relative value as a specific cooling capacity q_0 , referred to unit air mass flow rate:

$$q_0 = Q_0 / G_a, \text{ kW}/(\text{kg/s}), \text{ or kJ/kg} \quad (3)$$

where Q_0 is the overall cooling capacity for the total air mass flow rate G_a :

$$Q_0 = c_a \zeta \cdot \Delta t_a \cdot G_a \quad (4)$$

where $\Delta t_a = t_a - t_{a2}$ – ambient air temperature depression; ζ – specific heat ratio of the overall heat removed from the air to its sensible heat component; c_a – specific heat of air [kJ/(kg·K)].

The optimum cooling capacity corresponds to maximum rate $\sum CDH/q_0$ of summarized annual cooling degree hours $\sum CDH$ increment and maximum level of thermal loading accordingly, which provides minimum sizes of the chiller. In reality, it is a minimum permissible value of cooling capacity of the chiller installed and the overall ambient air cooling system. The rational cooling capacity, that enables to achieve practically maximum value of annual cooling degree hours $\sum CDH$ and avoid chiller oversizing, is determined as the further second, local, maximum rate of summarized cooling degree hours $\sum CDH$ over the range above the first, so called global, maximum.

A method to determine a rational design cooling capacity $q_{0,rat}$ that enables to achieve the annual cooling degree hour $\sum CDH_{rat}$ number closed to its maximum value allows to exclude IACS oversizing due to adding new supplementary stages. The calculation of an optimum specific cooling capacity $q_{0,opt}$, that provides maximum rate $\sum CDH/q_0$ of

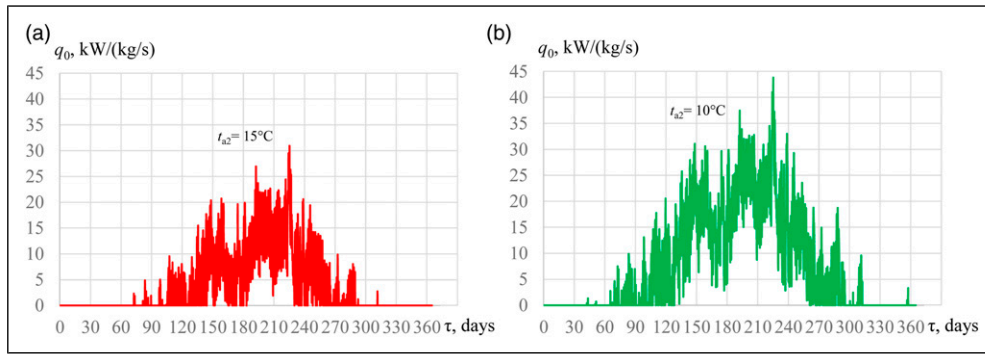


Figure 1. Changes in specific cooling capacities q_0 during 2017: (a) – $q_{0,15}$ for $t_{a2} = 15^\circ\text{C}$; (b) – $q_{0,10}$ for $t_{a2} = 10^\circ\text{C}$.

summarized cooling degree hour $\sum\text{CDH}$ increment, is considered as the first addition step. In its turn, the maximum rate $\sum\text{CDH}/q_0$ of summarized cooling degree hour $\sum\text{CDH}$ increment corresponds to minimum values of cooling capacity, $q_{0,\min} = q_{0,\text{opt}}$, and sizes of the chiller.

With this the relative value of annual cooling degree hour $\sum\text{CDH}/q_0$ as referred to corresponding cooling capacity q_0 is applied as an indicator for maximum rate $(\sum\text{CDH}/q_0)_{\max}$ of cumulative characteristic $\text{CDH} = f(q_0)$ to define optimum values $q_{0,\text{opt}}$ and $\sum\text{CDH}_{\text{opt}}$ accordingly. The values of both $q_{0,\text{opt}}$ and $\sum\text{CDH}_{\text{opt}}$ are significantly lower than their maximum values $q_{0,\max}$ and $\sum\text{CDH}_{\max}$.

A rational cooling capacity $q_{0,\text{rat}}$, that allows to achieve the value of annual cooling degree hour number $\sum\text{CDH}_{\text{rat}}$ closed to its maximum $\sum\text{CDH}_{\max}$ and avoid chiller oversizing, is determined as the second, local, maximum rate of cumulative characteristic $\text{CDH} = f(q_0)$ over the range above the first, global, maximum, $\sum\text{CDH} - \sum\text{CDH}_{\text{opt}}$, id est. beyond $q_{0,\text{opt}}$ and $\sum\text{CDH}_{\text{opt}}$.

With this the relative annual $\sum\text{CDH}$ increment is used as indicator:

$$\left[\sum\text{CDH} - \sum\text{CDH}_{\text{opt}} \right] / q_0 \quad (5)$$

where $\sum\text{CDH} > \sum\text{CDH}_{\text{opt}}$.

It needs to be noted, that such a considerable reduction in design cooling capacity of installed chiller by 15 to 20% is achieved due to excluding an unproductive waste of installed chiller cooling capacity versus to conventional approach to cover peaked current cooling duties accompanied just a negligible increment in the annual cooling degree hour $\sum\text{CDH}$ leading to enlarged value of overestimated design cooling capacity q_0 .

Results

Great yearly variations of current specific cooling capacities q_0 , required for ambient air cooling to temperatures 10 and 15°C (2017, southern Ukraine, Figure 1) reveal a real problem to select a proper design cooling capacity for chiller and IACS in the whole, that would enable to off set current duties avoiding overestimation.

This is approved by cumulative values of temperature drops Δt , their duration τ and cooling degree hour CDH numbers versus specific cooling capacities q_0 for ambient

air cooling to $t_{a2} = 10$ and 15°C during 2017 in Mykolayiv region are shown in Figure 2.

Cumulative values of cooling degree hour CDH numbers were calculated as $\text{CDH} = \Delta t \tau$, $^\circ\text{C}\cdot\text{h}$, where $\Delta t = t_a - t_{a2}$ and τ – hours lapsed in a year at inlet air cooled from ambient temperatures t_a to a target value t_{a2} .

Cumulative characteristics $\text{CDH} = f(q_0)$ of ambient air chilling are calculated as summarized samples of $\text{CDH} = \Delta t \tau$, $^\circ\text{C}\cdot\text{h}$, at each current specific cooling capacity q_0 .

As one can see from Figure 2,c, the closed to maximum values of cumulative cooling degree hour CDH take place within wide ranges of specific cooling capacities q_0 : q_0 within 13 to 17 $\text{kW}/(\text{kg}/\text{s})$ for $t_{a2} = 15^\circ\text{C}$ and within 18 to 26 $\text{kW}/(\text{kg}/\text{s})$ for $t_{a2} = 10^\circ\text{C}$. These lead to considerable uncertainty while defying proper values of design cooling capacity q_0 .

The existence of maximum rate of annual cooling degree hour $\sum\text{CDH}$ potential, received by summation of all the current CDH numbers on the base of step by step calculations over the total range of q_0 , is quite evident (Figure 3).

With this the annual $\sum\text{CDH}$ numbers are calculated by summing the differences $\Delta t_a = t_a - t_{a2}$ between the hourly ambient temperatures t_a and set values $t_{a2} = 10$ and 15°C multiplied by the hours τ lapsed (Figure 3).

A significant fluctuation of cumulative current cooling degree hour CDH numbers over a wide range of q_0 (Figure 3(b)) makes practically impossible to define a proper value of cooling capacity q_0 , that would provide a maximum rate of summarized annual cooling degree hour $\sum\text{CDH}$ increment, considered as optimal value $q_{0,\text{opt}}$.

As it is seen from Figure 3, the values of design cooling capacity q_0 within 33 to 43 kJ/kg , needed for cooling ambient air to 10°C , provides growing summarized cooling potential $\sum\text{CDH}$ from 44,000 to 45,000 $^\circ\text{C}\cdot\text{h}$ (closed to a maximum value 46,000 $^\circ\text{C}\cdot\text{h}$), id est. without noticeable rate of its increment.

It is quite evident, although the rate of summarized $\sum\text{CDH}$ numbers increment from 44,000 to 45,000 $^\circ\text{C}\cdot\text{h}$ (for $t_{a2} = 10^\circ\text{C}$) is relatively negligible, the corresponding range of cooling capacities q_0 is still wide: within 33 to 43 kJ/kg or $\text{kW}/(\text{kg}/\text{s})$, that leads to a large oversizing.

With increasing the set cooled air temperature t_{a2} to 15°C the choice of proper design specific cooling capacity q_0 is more difficult because of uncertainty, so as the behaviour of characteristic curve of annual summarized cooling degree hour $\sum\text{CDH} = f(q_0)$ becomes less noticeable (Figure 3).

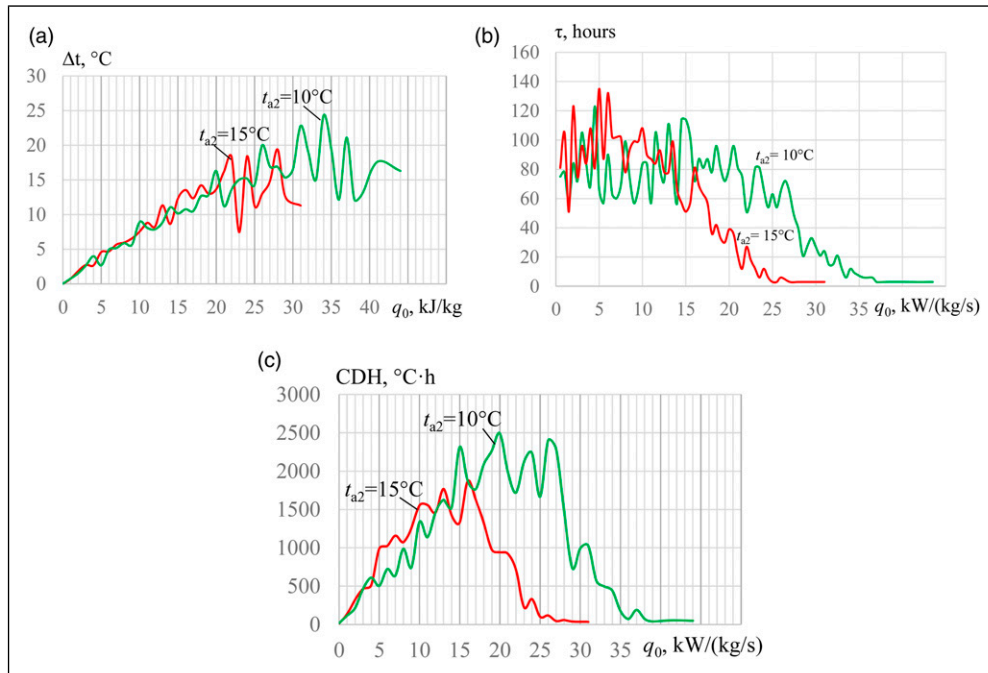


Figure 2. Cumulative values of temperature drops Δt (a) and their duration τ (b) and values of CDH numbers (c) versus specific cooling capacities q_0 for cooling to 10 and 15°C : $\text{CDH} = \Delta t \tau$; $\Delta t = t_a - t_{a2}$.

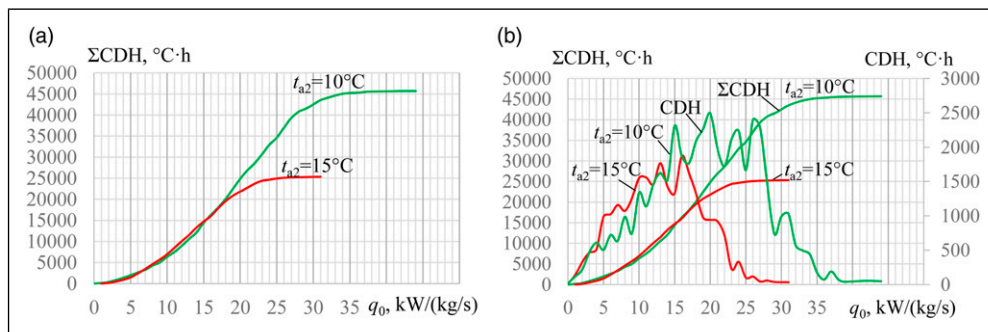


Figure 3. Annual ΣCDH numbers of cooling ambient air to 10°C and 15°C (a) and cumulative current CDH numbers (b) versus corresponding specific cooling capacities q_0 .

In order to define a proper design cooling capacity the supplementary stages of methodology, focused to calculate its optimal value $q_{0,\text{opt}}$, that makes possible to achieve a maximum rate of summarized cooling degree hour increment $\Sigma\text{CDH}/q_0$, were added (Figures 4 and 5).

As Figure 4 shows, the optimal value $q_{0,15\text{opt}} = 18 \text{ kW}/(\text{kg/s})$ of cooling capacity, that corresponds to maximum rate of summarized cooling degree hour increment $\Sigma\text{CDH}/q_{0,15}$, and summarized cooling degree hour $\Sigma\text{CDH}_{15\text{opt}} = 20,000^\circ\text{C}\cdot\text{h}$ when air cooling to 15°C , is significantly lower compared to its maximum value $q_0 \approx 32 \text{ kW}/(\text{kg/s})$ with corresponding $\Sigma\text{CDH}_{15} \approx 25,000^\circ\text{C}\cdot\text{h}$. When cooling air to 10°C the optimal value is $q_{0,10\text{opt}} = 28 \text{ kW}/(\text{kg/s})$ against its maximum $q_0 \approx 44 \text{ kW}/(\text{kg/s})$ with corresponding values $\Sigma\text{CDH}_{10} = 40,000^\circ\text{C}\cdot\text{h}$ against its maximum $\Sigma\text{CDH}_{10} \approx 46,000^\circ\text{C}\cdot\text{h}$.

As it is also seen from Figure 4, a developed method enables to calculate precise optimal specific cooling capacities $q_{0,15\text{opt}} = 18 \text{ kW}/(\text{kg/s})$ required for $t_{a2} = 15^\circ\text{C}$ and $q_{0,10\text{opt}} = 28 \text{ kW}/(\text{kg/s})$ for $t_{a2} = 10^\circ\text{C}$ reflecting the

maximum rate $\Sigma\text{CDH}/q_0$ of summarized cooling degree hour ΣCDH number increment.

Meanwhile the typical methods of optimal cooling capacity calculation, based on the maximum current values of cooling degree hour CDH numbers, require the approximation of fluctuated values of cumulative current CDH numbers within a wide range of extremely uncertain values q_0 with deviations of about 20% (Figure 5).

In order to define a precise rational cooling capacity $q_{0,\text{rat}}$ excluding overestimation and reach practically maximum annual cooling degree hour numbers ΣCDH simultaneously a supplementary stage has been added to define the second maximum of the summarized cooling degree hour increment rate as $(\Sigma\text{CDH} - \Sigma\text{CDH}_{\text{opt}})/q_{0,15}$ in the range of ΣCDH_{15} above the value $\Sigma\text{CDH}_{15\text{opt}} = 20,000^\circ\text{C}\cdot\text{h}$ corresponding to optimum cooling capacity $q_{0,15\text{opt}} = 18 \text{ kW}/(\text{kg/s})$ for $t_{a2} = 15^\circ\text{C}$, accordingly, beyond $\Sigma\text{CDH}_{10\text{opt}} = 40,000^\circ\text{C}\cdot\text{h}$ and $q_{0,10\text{opt}} = 28 \text{ kW}/(\text{kg/s})$ for cooling to 10°C (Figure 6).

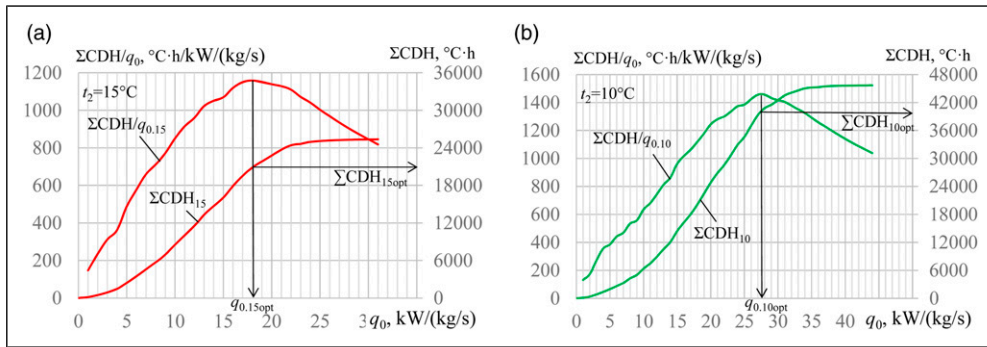


Figure 4. Annual summarized cooling potential ΣCDH and relative increment of summarized cooling potential $\Sigma\text{CDH}/q_0$ against specific cooling capacity q_0 for ambient air cooling: (a) – $t_{a2} = 15^\circ\text{C}$; (b) – $t_{a2} = 10^\circ\text{C}$; $q_{0,\text{opt}}$ and $\Sigma\text{CDH}_{\text{opt}}$ – optimal values.

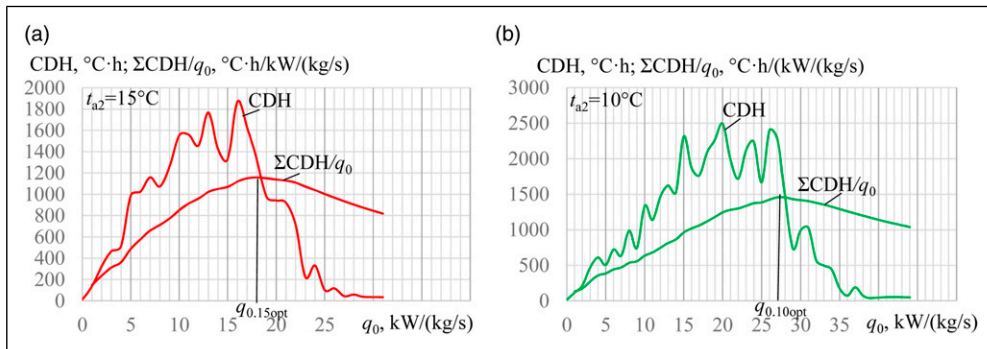


Figure 5. Cumulative current CDH numbers and relative increment of annual cooling potential $\Sigma\text{CDH}/q_0$ against specific cooling capacity q_0 for ambient air cooling: (a) – $t_{a2} = 15^\circ\text{C}$; (b) – $t_{a2} = 10^\circ\text{C}$; $q_{0,\text{opt}}$ and $\Sigma\text{CDH}_{\text{opt}}$ – optimal values.

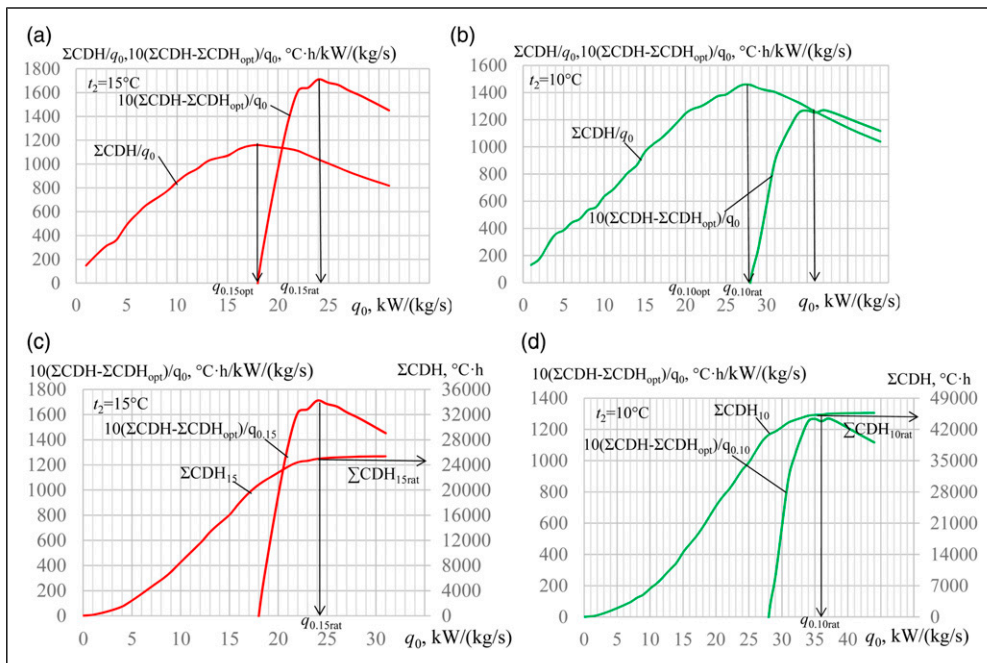


Figure 6. Relative increments of annual cooling potential $\Sigma\text{CDH}/q_0$ and $(\Sigma\text{CDH}-\Sigma\text{CDH}_{\text{opt}})/q_0$, summarized annual cooling potential ΣCDH against specific cooling capacity q_0 for ambient air cooling: (a) and (c) – $t_{a2} = 15^\circ\text{C}$; (b) and (d) – $t_{a2} = 10^\circ\text{C}$; $q_{0,\text{opt}}$ and $\Sigma\text{CDH}_{\text{opt}}$ – optimal values; $q_{0,\text{rat}}$ – rational values.

As Figures 6(c) and (d) show, the third stage of developed methodology enables to define the proper rational cooling capacities $q_{0,\text{rat}}$ according to the second local maximum of relative summarized cooling degree hour increment as $(\Sigma\text{CDH}-\Sigma\text{CDH}_{\text{opt}})/q_0$ over the range of

ΣCDH above the optimal value $\Sigma\text{CDH}_{\text{opt}}$ corresponding to optimum cooling capacity $q_{0,\text{opt}}$, calculated at the second stage (Figures 6(a) and (b)).

The rational cooling capacities $q_{0,\text{rat}}$ determined proceeding from the annual cooling degree hour ΣCDH for

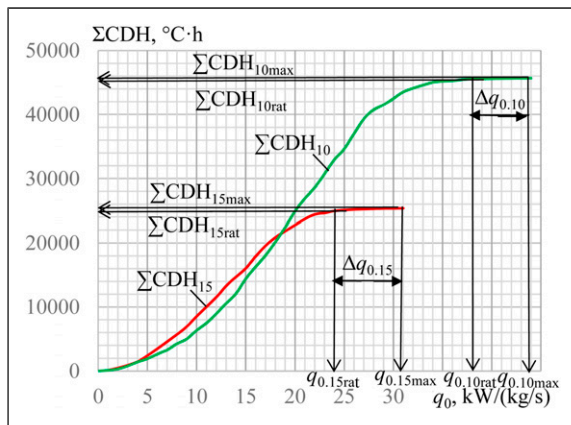


Figure 7. Annual ΣCDH numbers of ambient air cooling to 10°C and 15°C versus specific cooling capacity q_0 : $q_{0,\text{rat}}$ and $\Sigma\text{CDH}_{\text{rat}}$ – rational values; $q_{0,\text{max}}$ and $\Sigma\text{CDH}_{\text{max}}$ – maximum values; $\Delta q_0 = q_{0,\text{max}} - q_{0,\text{rat}}$ – reduction in design cooling capacity.

ambient air cooling to 10°C and 15°C versus specific cooling capacity q_0 are presented in Figure 7.

As Figures 6(c) and 7 shows, the second maximum of the summarized cooling potential increment rate $(\Sigma\text{CDH} - \Sigma\text{CDH}_{\text{opt}})/q_{0,15}$ for 15°C takes place at the rational cooling capacity $q_{0,15,\text{rat}} = 24 \text{ kW}/(\text{kg}/\text{s})$ reduced by $\Delta q_{0,15} = q_{0,15,\text{max}} - q_{0,15,\text{rat}}$ against to its maximum $q_{0,15,\text{max}} = 31 \text{ kW}/(\text{kg}/\text{s})$. Thus, the annual cooling potential $\Sigma\text{CDH}_{15,\text{rat}} = 24,500^\circ\text{C}\cdot\text{h}$ is very closed to its maximum value $\Sigma\text{CDH}_{15,\text{max}} = 25,000^\circ\text{C}\cdot\text{h}$ and reached at rational value $q_{0,15,\text{rat}} = 24 \text{ kW}/(\text{kg}/\text{s})$ less than its overestimated value $q_{0,15,\text{max}} = 31 \text{ kW}/(\text{kg}/\text{s})$ more than 20%.

Accordingly, for air cooling to 10°C the maximum rate of annual cooling potential increment $(\Sigma\text{CDH} - \Sigma\text{CDH}_{\text{opt}})/q_{0,10}$ occurs at the rational value $q_{0,10,\text{rat}} = 37 \text{ kW}/(\text{kg}/\text{s})$ associated with summarized annual potential $\Sigma\text{CDH}_{10,\text{rat}} = 45,500^\circ\text{C}\cdot\text{h}$ practically equal maximum value of cooling degree hour $\Sigma\text{CDH}_{10,\text{max}} = 46,000^\circ\text{C}\cdot\text{h}$. Meanwhile it is reached at a cooling capacity $q_{0,10,\text{rat}}$ more than 15% lower compared to its overestimated value $q_{0,10,\text{max}} = 44 \text{ kW}/(\text{kg}/\text{s})$ (Figures 6(d) and 7).

Graphs in Figures 4, 5, 6 and 7 enable to match cooling duties at minimum sizes of intake air cooling system due to running at the optimal cooling capacity $q_{0,\text{opt}}$ (Figure 4) or to cover practically maximum annual cooling potential without noticeable oversizing due to operating at rational value $q_{0,\text{rat}}$ (Figure 7).

Conclusion

The advanced method to design any intake air cooling system (IACS) has been developed to off set actual cooling needs at minimum sizes when operating at optimal cooling capacity associated with maximum rate of summarized annual cooling degree hour increment or to peak practically maximum annual cooling needs when running at a rational cooling capacity.

The annual cooling degree hour ΣCDH number, calculated by summing the current cooling degree-hour CDH values, is accepted as a primary criterion for defining a design cooling capacity of IACS in contrast to the

widespread practice of its application only for estimation of the effect due to sucked air cooling in combustion engines or air conditioning system.

A general novelty of the proposed methodology of IACS designing consists in modifying the well known method of estimating the effect due to sucked air cooling by annual cooling degree-hour number ΣCDH as primary criterion. The latter is modified by applying its relative value $\Sigma\text{CDH}/q_0$ as indicator for determining a design thermal load and cooling capacity q_0 accordingly, that enables to minimize chiller and IACS sizes and achieve practically maximum output due to cooling.

A new approach to consider the current fluctuations of CDH by the rate of the summarized values increment as ratio $\Sigma\text{CDH}/q_0$ enables to avoid inevitable inaccuracy caused by using the current values of CDH, fluctuated within a range more than 20%, or by approximation of yearly current values of CDH.

Due to rational designing, the annual cooling degree hour number ΣCDH and corresponding effect closed to their maximum are reached at a design cooling capacity less by 15 to 20% than its value selected according to conventional designing practice aimed to cover current peak demands.

A design cooling capacity of IACS, that provides a maximum rate of annual cooling degree hour number ΣCDH increment as ratio $(\Sigma\text{CDH}/q_0)_{\text{max}}$ and minimum sizes of the system accordingly, is considered as the optimal value $q_{0,\text{opt}}$ for designing of IACS with thermal energy storage (TES), desired for accumulating the excessive cooling energy during lowered thermal loads to cover peak loads and to provide maximum annual cooling degree hour number ΣCDH and corresponding effect due to air cooling.

The use of proposed novel simple, easy for understanding and quite representative method, based on annular cooling degree hours ΣCDH , at the same time enables to define a precise design cooling capacity to avoid IACS and chiller oversizing.

Declaration of conflicting interests

The author(s) declared no potential conflicts of interest with respect to the research, authorship, and/or publication of this article.

Funding

The author(s) received no financial support for the research, authorship, and/or publication of this article.

ORCID iD

Mykola Radchenko  <https://orcid.org/0000-0002-1596-6508>

References

1. Chaker M and Meher-Homji CB. Inlet fogging of gas turbine engines: climatic analysis of gas turbine evaporative cooling potential of international locations. Proceedings of ASME TURBO EXPO 2002: Amsterdam, The Netherlands, 3-6 June 2002, ASME Paper No. GT-2002-30559.
2. Shukla AR and Singh O.. Performance evaluation of steam injected gas turbine based power plant with inlet evaporative

- cooling. *Appl Therm Eng* 2016; 102: 454–464. DOI: [10.1016/j.applthermaleng.2016.03.136](https://doi.org/10.1016/j.applthermaleng.2016.03.136).
3. Shukla AK and Singh O. Impact of inlet fogging on the performance of Steam injected cooled gas turbine based combined cycle power plant. In: Proceedings of the ASME 2017 Gas Turbine India Conference. Volume 1: Compressors, Fans and Pumps; Turbines; Heat Transfer; Combustion, Fuels and Emissions. Bangalore, India, December 7–8, 2017, 2017a, doi.org/10.1115/GTINDIA2017-4557.
 4. Shukla AK and Singh O. Thermodynamic investigation of parameters affecting the execution of steam injected cooled gas turbine based combined cycle power plant with vapor absorption inlet air cooling. *Appl Therm Eng* 2017b; 122: 380–388. DOI: [10.1016/j.applthermaleng](https://doi.org/10.1016/j.applthermaleng).
 5. Radchenko A, Trushliakov E, Kosowski K, et al. Innovative turbine intake air cooling systems and their rational designing. *Energies* 2020a; 13(23): 6201. DOI: [10.3390/en13236201](https://doi.org/10.3390/en13236201).
 6. Oktay Z, Coskun C and Dincer I. A new approach for predicting cooling degree-hours and energy requirements in buildings. *Energy* 2011; 36(8): 4855–4863.
 7. Radchenko A, Scurtu I-C, Radchenko M, et al. Monitoring the efficiency of cooling air at the inlet of gas engine in integrated energy system. *Therm Sci*, 2020b, Online ahead of print, 344–344. DOI: [10.2298/TSCI200711344R](https://doi.org/10.2298/TSCI200711344R).
 8. Satman A and Yalcinkaya N.. Heating and cooling degree-hours for Turkey. *Energy* 1999; 24(10): 833–840.
 9. Freschi F, Giaccone L, Lazzeroni P, et al. Economic and environmental analysis of a trigeneration system for food-industry: A case study. *Appl Energy* 2013; 107: 157–172.
 10. Radchenko A, Radchenko M, Mikielewicz D, et al. Energy saving in trigeneration plant for food industries. *Energies* 2022; 15: 1163. DOI: [10.3390/en15031163](https://doi.org/10.3390/en15031163).
 11. Radchenko R, Kornienko V, Pyrysunko M, et al. Enhancing the efficiency of marine diesel Engine by deep waste heat recovery on the base of its simulation along the route line, (eds), *Integrated Computer Tech Mech Eng Adv Intelligent Syst Computing*, 1113. Cham: Springer, 2020c, pp. 337–350.
 12. Yang Z, Kornienko V, Radchenko M, et al. Capture of pollutants from exhaust gases by low-temperature heating surfaces. *Energies* 2022a; 15: 120. DOI: [10.3390/en15010120](https://doi.org/10.3390/en15010120). doi.org/
 13. Kornienko V, Radchenko R, Radchenko M, et al. Cooling cyclic air of marine engine with water-fuel emulsion combustion by exhaust heat recovery chiller. *Energies* 2022; 15(1): 248, DOI: [10.3390/en15010248](https://doi.org/10.3390/en15010248).
 14. Farouk N, Sheng L and Hayat Q. Effect of Ambient Temperature on the Performance of Gas Turbines Power Plant. *Int J Computer Sci* 2013; 10: 439–442.
 15. Tiwari AK, Hasan M and Muzaffarul MI. Effect of ambient temperature on the performance of a combined cycle power plant. *Transactions Canadian Society for Mech Eng* 2013; 37(4): 1177–1188.
 16. Günnür Ş, Mustafa N, Hayati M, et al. The effect of ambient temperature on electric power generation in natural gas combined cycle power plant-A case study. *Energy Reports* 2018; 4: 682–690.
 17. Zhang T, Liu Z, Hao H, et al. Application research of intake-air cooling technologies in gas-steam combined cycle power plants in China. *Power Energy Eng* 2014; 2: 304–311.
 18. Forsyth JL. Gas turbine inlet air chilling for LNG. *IGT Int Liquefied Natural Gas Conf Proc* 2013; 3: 1763–1778.
 19. Komuro T, Ito E, Sonoda T, et al. Power output augmentation of gas turbine combined cycle by Inlet-air cooling system of chiller type under high ambient air temperature. *Mitsubishi Heavy Industries Technical Review* 2010; 47(4): 33–39.
 20. Coskun C, Demiral D, Ertürk M, et al. Modified degree-hour calculation method. In: Rugescu R. (ed). *Solar Power InTech*, 2012, pp. 55–62.
 21. Shukla AK, Sharma A, Sharma M, et al. Performance improvement of simple gas turbine cycle with vapor compression inlet air cooling, *Mater Today Proc*, 2018; 5(9): 19172–19180, DOI: [10.1016/j.matpr.2018.06.272](https://doi.org/10.1016/j.matpr.2018.06.272).
 22. Coskun C A novel approach to degree-hour calculation: Indoor and ambient reference temperature based degree-hour calculation. *Energy* 2010; 35: 2455–2460.
 23. Radchenko M., Mikielewicz D., Andreev A., et al. Efficient ship engine cyclic air cooling by turboexpander chiller for tropical climatic conditions. In: Nechyporuk M., Pavlikov Pavlikov V. V. and Kritskiy Kritskiy D. D. (eds). *Integrated Computer Technologies in Mechanical Engineering - 2020 ICTM 2020 LectureNotes in Networks and Systems*, vol 188. Cham: Springer, 2021b, 498–507.
 24. Canova A, Cavallero C, Freschi F, et al. Optimal energy management. *IEEE Industry Appl Magazine* 2009; 15: 62–65.
 25. Suamir IN and Tassou SA. Performance evaluation of integrated trigeneration and CO2 cooling systems. *Appl Therm Eng* 2013; 50(2): 1487–1495.
 26. Rocha MS, Andreos R and Simões-Moreira JR. Performance tests of two small trigeneration pilot plants. *Appl Therm Eng* 2012; 41: 84–91.
 27. Cardona E and Piacentino A. A methodology for sizing a trigeneration plant in mediterranean areas. *Appl Therm Eng* 2003; 23(13): 1665–1680.
 28. Rodriguez-Aumente PA, Rodriguez-Hidalgo MC, Nogueira JI, et al. District heating and cooling for business buildings in Madrid. *Appl Therm Eng* 2013; 50(2): 1496–1503.
 29. Fumo N, Mago PJ and Smith AD. Analysis of combined cooling, heating, and power systems operating following the electric load and following the thermal load strategies with no electricity export. *Proc Inst Mech Eng Part A: J Power Energy* 2011; 225(8): 1016–1025.
 30. Ortiga J, Bruno JC and Coronas A. Operational optimization of a complex trigeneration system connected to a district heating and cooling network. *Appl Therm Eng* 2013; 50(2): 1536–1542.
 31. Im P, Malhotra M, Munk JD, et al. Cooling season full and part load performance evaluation of variable refrigerant flow (VRF) system using an occupancy simulated research building. In: Proceedings of the 16th International Cooling and Air Conditioning Conference at Purdue, July 11–14 2016, West Lafayette, USA, 2016.
 32. Lee JH, Yoon HJ, Im P, et al. Verification of energy reduction effect through control optimization of supply air temperature in VRF-OAP. *System. Energies* 2018; 11(1): 49.
 33. Kornienko V, Radchenko R, Stachel A, et al. Correlations for pollution on condensing surfaces of exhaust gas boilers with water-fuel emulsion combustion, (eds). In: *Advanced Manufacturing Processes. InterPartner-2019. Lecture Notes*

- in *Mechanical Engineering*. Cham: Springer, 2020, pp. 530–539.
34. Kornienko V, Radchenko R, Bohdal Ł, et al. Investigation of condensing heating surfaces with reduced corrosion of boilers with water-fuel emulsion combustion. In: Nechyporuk M (ed), *Integrated Computer Tech Mech Eng - 2020*. Lecture Notes Networks Systems, Cham: Springer, 2021, pp. 300–309.
 35. Yang Z, Radchenko M, Radchenko A, et al. Gas turbine intake air hybrid cooling systems and a new approach to their rational designing. *Energies* 2022b; 15: 1474. DOI: [10.3390/en15041474](https://doi.org/10.3390/en15041474)
 36. Radchenko M, Radchenko A, Radchenko R, et al. Rational loads of turbine inlet air absorption-ejector cooling systems. *Proc Inst Mech Eng Part A: J Power Energy* 2021c; 236: 450–462, DOI: [10.1177/09576509211045455](https://doi.org/10.1177/09576509211045455).
 37. Adel A., Eidan Kareem, J. Alwan, AlSahlani A, et al. Enhancement of the performance characteristics for air-conditioning system by using direct evaporative cooling in hot climates. *Energy Procedia* 2017; 142: 3998–4003.
 38. Zhu G, Chow T-T and Lee C-K. Performance analysis of biogas-fueled maisotsenko combustion turbine cycle. *Appl Therm Eng* 2021; 195: 117247. DOI: [10.1016/j.applthermaleng](https://doi.org/10.1016/j.applthermaleng)
 39. Barreto D, Fajardo J, Carrillo Caballero G, et al. Advanced exergy and exergoeconomic analysis of a gas power system with steam injection and air cooling with a compression refrigeration machine. *Energy Technology* 2021; 9(5): 2000993. DOI: [10.1002/ente.202000993](https://doi.org/10.1002/ente.202000993).
 40. Ojha MR, Shukla AK, Verma P, et al. Recent progress and outlook of solar adsorption refrigeration systems. *Mater Today Proc* 2020; 46: 5639–5646, DOI: [10.1016/j.matpr.2020.09.593](https://doi.org/10.1016/j.matpr.2020.09.593).
 41. Hamza Tahaineh. Cooling of compressor air inlet of a gas turbine power plant using ammonia-water vapor absorption system. *Int J Energy Eng* 2013; 3(5): 267–271.
 42. Butrymowicz D, Gagan J, Śmierciew K, et al. Investigations of prototype ejection refrigeration system driven by low grade heat. *E3S Web Conf* 2018; 70: 03002. DOI: [10.1051/e3sconf/20187003002](https://doi.org/10.1051/e3sconf/20187003002).
 43. Lawrence N and Elbel S. Experimental investigation of a two-phase ejector cycle suitable for use with low-pressure refrigerants R134a and R1234yf. *Int J Refrig* 2014; 38: 310–322. DOI: [10.1016/j.ijrefrig.2013.08.009](https://doi.org/10.1016/j.ijrefrig.2013.08.009).
 44. Konovalov D, Kobalava H, Maksymov V, et al. Experimental research of the excessive water injection effect on resistances in the flow part of a low-flow aerothermopressor. In: Ivanov V (ed), *Advances in design, simulation and manufacturing III. DSMIE 2020. Lecture notes in mechanical engineering*. Cham: Springer, 2020, pp. 292–301. DOI: [10.1007/978-3-030-50491-5_28](https://doi.org/10.1007/978-3-030-50491-5_28).
 45. Konovalov D, Kobalava H, Radchenko M, et al. Determination of the evaporation chamber optimal length of a low-flow aerothermopressor for gas turbines, (eds). In: *Advanced Manufacturing Processes II. InterPartner 2020. Lecture Notes in Mechanical Engineering*. Cham: Springer, 2021a, pp. 654–663.
 46. Radchenko A, Trushliakov E, Tkachenko V, et al. Improvement of the refrigeration capacity utilizing for the ambient air conditioning system, (eds). In: *Advanced Manufacturing Processes. InterPartner-2020. Lecture Notes in Mechanical Engineering*. Cham: Springer, 2021a, pp. 714–723.
 47. Bohdal T and Kruzel M. Refrigerant condensation in vertical pipe minichannels under various heat ux density level. *Int J Heat Mass Transfer* 2020; 146: 118849. DOI: [10.1016/j.ijheatmasstransfer.2019.118849](https://doi.org/10.1016/j.ijheatmasstransfer.2019.118849).
 48. Bohdal T and Kuczynski W.. Boiling of R404A refrigeration medium under the conditions of periodically generated disturbances. *Heat Transf Eng* 2011; 32: 359–368. DOI: [10.1080/01457632.2010.483851](https://doi.org/10.1080/01457632.2010.483851).
 49. Kruzel M., Bohdal T., Dutkowski K., et al. The Effect of Microencapsulated PCM Slurry Coolant on the Efficiency of a Shell and Tube Heat Exchanger. *Energies* 2022; 15: 5142, DOI: [10.3390/en15145142](https://doi.org/10.3390/en15145142).
 50. Kuczyski W, Charun H, Bohdal T, et al. Influence of hydrodynamic instability on the heat transfer coefficient during condensation of R134a and R404A refrigerants in pipe mini-channels. *Int J Heat Mass Transf* 2012; 55: 1083–1094. DOI: [10.1016/j.ijheatmasstransfer.2011.10.002](https://doi.org/10.1016/j.ijheatmasstransfer.2011.10.002).
 51. Konovalov D, Radchenko M, Kobalava H, et al. Research of characteristics of the flow part of an aerothermopressor for gas turbine intercooling air. *Proc Inst Mech Eng Part A: J Power Energy* 2021b; 236: 634–646. DOI: [10.1177/09576509211057952](https://doi.org/10.1177/09576509211057952).
 52. Hani HS. Estimated thermal load and selecting of suitable air-conditioning systems for a three story educational building. *Procedia Computer Sci* 2013; 19: 636–645.
 53. Liu C, Zhao T, Zhang J, et al. Operational electricity consumption analyze of VRF air conditioning system and centralized air conditioning system based on building energy monitoring and managements. *Procedia Eng* 2015; 121: 1856–1863.
 54. Tian Y.. A study on the effectiveness of fresh air units in temperature and humidity independent control system. *Procedia Eng* 2017; 205: 596–602.
 55. Zhang L, Wang Y, Meng X., et al. Qualitative analysis of the cooling load in the typical room under continuous and intermittent running of air-conditioning. *Procedia Eng* 2017; 205: 405–409.
 56. Fengxia H, Zhongbin Z, Hu H, et al. Experimental study on the all-fresh-air handling unit with exhaust air energy recovery. *Energy Procedia* 2018; 152: 431–437.
 57. Ilie A, Dumitrescu R, Girip A, et al. Study on technical and economical solutions for improving air-conditioning efficiency in building sector. *Energy Procedia* 2017; 112: 537–544.
 58. Kalhori SB, Rabiei H and Mansoori Z. Mashad trigeneration potential – An opportunity for CO2 abatement in Iran. *Energy Conversion Management* 2012; 60: 106–114.
 59. Radchenko R, Pyrysunko M, Kornienko V, et al. Improving the ecological and energy efficiency of internal combustion engines by ejector chiller using recirculation gas heat. In:

Nechyporuk M (ed), *Integrated Computer Technologies in Mechanical Engineering - 2020. Lecture Notes in Networks and Systems*, 188. Cham: Springer, 2021, pp. 531–541.

Appendix

Nomenclature and Units

CDH cooling degree hour K·h
IACS intake ambient air cooling system

Symbols and units

B absolute fuel reduction, g, kg, t
 b_e specific fuel consumption g/kWh
 c_a specific heat kJ/(kg·K)
 G_a air mass flow rate kg/s
 P_e power kW

Q_0 overall (total) cooling capacity kW
 q_0 specific cooling capacity kW/(kg/s) or kJ/kg
 t temperature °C
 ξ specific heat ratio of latent and sensible heat of air to its sensible heat
 τ time interval h
 φ relative humidity %
 Δb_e specific fuel consumption reduction g/kWh
 Δt temperature depression K, °C

Subscripts

a air, ambient
a2 set value
max maximum
opt optimum
rat rational