Adaptable Single Active Loop Thermal Control System (TCS) for Future Space Missions

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Develop Adaptable Single-Loop Thermal Control System (ASL-TCS) that can tackle widely varying heat loads of different space missions and both cold and warm environments while improving system performance, reducing weight and volume, and ensuring reliable operation irrespective of gravity.
### Thermal Requirement for Different Missions

**Thermal loads and effective sink temperatures for different missions based on Orion Multi-Purpose Crew Vehicle (MPCV)**

<table>
<thead>
<tr>
<th>Mission</th>
<th>Thermal Load</th>
<th>Effective Sink Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Launch to LEO</td>
<td>1.2 kW</td>
<td>-93 to -66°C (180 to 207K)</td>
</tr>
<tr>
<td>TLC, TNEOC, TMC</td>
<td>1 kW</td>
<td>-198°C (75 K)</td>
</tr>
<tr>
<td>LLO</td>
<td>5 kW</td>
<td>-213 to 17°C (60 to 290 K)</td>
</tr>
<tr>
<td>LSO</td>
<td>6.25 kW</td>
<td>-56 to -34°C (217 to 239K)</td>
</tr>
<tr>
<td>NEO</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>MSO</td>
<td>6.25 kW</td>
<td>-123 to -23°C (150 to 250K)</td>
</tr>
<tr>
<td>LMO</td>
<td>5 kW</td>
<td>22°C (295 K)</td>
</tr>
</tbody>
</table>

**Abbreviations:**
- LEO: Low Earth Orbit
- LLO: Low Lunar Orbit
- TLC: Trans Lunar Coast
- TNEOC: Trans Near Earth Objects Coast
- TMC: Trans Mars Coast
- LSO: Lunar Surface Operation
- NEO: Near-Earth Object
- MSO: Mars Surface Operation
- LMO: Low Mars Orbit

LLO and LMO associated with heat sink temperatures that exceed lowest minimum fluid temperature of 2°C at inlet to cabin HX, therefore requiring heat pump mode.
Requirements for Heat Pump Mode

- \( T_{cabinHX,in} = 2\,^\circ C \): prevent frost formation on evaporator surfaces
- \( T_{evap} = 5\,^\circ C \): evaporation temperature
- Condenser pinch temp. = 5°C: maintain adequate condenser performance
- LLO: \( T_{sink} = 17\,^\circ C, T_{cond,out} = 22\,^\circ C \)
- LMO: \( T_{sink} = 22\,^\circ C, T_{cond,out} = 27\,^\circ C \)
- Max \( T_{lift} = 80\,^\circ C \) when \( T_{evap} = 5\,^\circ C \) (60°C for R404a with \( T_{crit} = 72.07\,^\circ C \))
- \( Q_{cabinHX} = 0.75 \) kW
- \( Q_{avionicsHX} = 0 - 5.5 \) kW

Pressure:
- Max pressure = \( P_{sat} \) at \( T_{cond,sat} = T_{evap} = 5\,^\circ C \) + \( T_{lift} = 80\,^\circ C \)
- Min pressure = \( P_{sat} \) at \( T_{cabinHX,in} = 2\,^\circ C \)

Radiator Area:
- \( A_{radiator,s} = A_{vapor} + A_{sat} + A_{liquid} \), \( T_{cond,sat} = T_{evap} + T_{lift} \)
- \( A_{vapor} = m_{hp} \frac{c_{p,f}(T_{cond,in} - T_{cond,sat})}{\varepsilon \sigma \left( \left( \frac{T_{cond,in} + T_{cond,sat}}{2} \right)^4 - T_{sink} \right)} \), \( A_{sat} = m_{hp} \frac{h_{fg}}{\varepsilon \sigma \left( T_{cond,sat}^4 - T_{sink}^4 \right)} \), \( A_{liquid} = m_{hp} \frac{c_{p,f}(T_{cond,sat} - T_{cond,out})}{\varepsilon \sigma \left( \left( \frac{T_{cond,sat} + T_{cond,out}}{2} \right)^4 - T_{sink}^4 \right)} \)

Coefficient of Performance:
- \( COP = \frac{Q_{cabinHX} + Q_{avionicsHX}}{W_{comp} / \eta_{comp}} \), \( \eta_{comp} = 85\% \)
- \( W_{comp} = \int_{P_{avionicsHX,out}}^{P_{cond,in}} V \, dP = m_{hp} \left( h_{cond,in} - h_{avionicsHX, out} \right) \)
Mass Flow Rate:
- LLO: Lower $T_{\text{cond, out}}$, lower enthalpy at inlet to cabin HX, higher evaporator enthalpy rise, lower mass flow rate
- NH$_3$ requires lowest flow rate

Pressure:
- Max pressure highest for NH$_3$, lowest for HFE7000
Mass Flow Rate:
- Area decreases with increasing $T_{\text{lift}}$
- NH$_3$ requires smallest area but area differences among fluids are small
COP Trends

- Decreases with increasing $T_{lift}$ because of higher compressor work
- Higher for LLO because of lower evaporator inlet enthalpy
- Fairly equal for different fluids
1. **Chlorofluorocarbons (CFCs)**
   - Consist of chlorine, fluorine and carbon
   - Ex: R11, R12, R113, R114 and R115
   - High ozone depletion potential (ODP)
   - Already banned

2. **Hydrochlorofluorocarbons (HCFCs)**
   - Consist of hydrogen, chlorine, fluorine and carbon
   - Ex: R22, R123, R124 and R142b
   - Small but finite ODP
   - Being gradually phased out

3. **Hydrofluorocarbons (HFCs)**
   - Consist of hydrogen, fluorine and carbon
   - Ex: R404a, R134a, R245fa, HFE7000
   - Zero ODP; low global warming potential (GWP)
   - Currently preferred refrigerants

### Fluid Selection

<table>
<thead>
<tr>
<th>Type</th>
<th>Rating</th>
<th>Critical Pressure (MPa)</th>
<th>Critical Temperature (°C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ammonia</td>
<td>B2</td>
<td>11.33</td>
<td>132.25</td>
</tr>
<tr>
<td>R404a</td>
<td>HFC</td>
<td>A1</td>
<td>3.73</td>
</tr>
<tr>
<td>R134a</td>
<td>HFC</td>
<td>A1</td>
<td>4.06</td>
</tr>
<tr>
<td>R245fa</td>
<td>HFC</td>
<td>B1</td>
<td>3.65</td>
</tr>
<tr>
<td>HFE7000</td>
<td>HFC</td>
<td>A1</td>
<td>2.48</td>
</tr>
<tr>
<td>R123</td>
<td>HCFC</td>
<td>B1</td>
<td>3.66</td>
</tr>
</tbody>
</table>

**Toxicity Rating:**
- Class A: no evidence of toxicity below 400 ppm
- Class B: evidence of toxicity below 400 ppm

**Flammability Rating:**
- Class 1: no flame propagation in open air
- Class 2: may propagate flame under certain conditions in open air
- Class 3: highly flammable
## Comparison of Fluid Performances

<table>
<thead>
<tr>
<th>Fluid</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NH₃</td>
<td>Requires smallest flow rate but highest condenser pressure; exhibits toxicity and flammability</td>
</tr>
<tr>
<td>R404a</td>
<td>An HFC that requires high condenser pressure; exhibits no toxicity or flammability, zero ODP and low GWP</td>
</tr>
<tr>
<td>R134a</td>
<td>An HFC that provides compromise between reducing flow rate and reducing pressure; exhibits no toxicity or flammability, zero ODP and low GWP</td>
</tr>
<tr>
<td>R245fa</td>
<td>An HFC that provides compromise between reducing flow rate and reducing pressure; exhibits no flammability, zero ODP and low GWP, but some toxicity</td>
</tr>
<tr>
<td>HFE7000</td>
<td>An HFC that requires low condenser pressure but high flow rate; exhibits no toxicity or flammability, zero ODP and low GWP; used as replacement to R123</td>
</tr>
<tr>
<td>R123</td>
<td>An HCFC that requires low condenser pressure but high flow rate; exhibits no toxicity or flammability but some ODP</td>
</tr>
</tbody>
</table>

No significant differences among fluids in terms of radiator area or COP

**Preferred Coolant:** R134a (1,1,1,2-Tetrafluoroethane, CH₂FCF₃)
**p-h Diagram for Heat Pump with LLSL-HX for Low Mars Orbit (LMO) using R134a**

- LLSL-HX used high temperature of subcooled liquid exiting condenser to further superheat vapor before entering compressor.

- Compared to basic heat pump: 8 to 8’ and 4 to 4’
\[T_{\text{evap}} = 5^\circ C, \quad T_{\text{lift}} = 50^\circ C\]
\[\eta_{\text{comp}} = 0.85, \quad \varepsilon_{\text{reg}} = 0.9\]

\[Q_{\text{cond}} = 1492 \text{ kPa} \quad (T_{\text{sat}} = 55^\circ C)\]
\[P_{\text{cond, out}} = 706.3 \text{ kPa} \quad (T_{\text{sat}} = 27^\circ C)\]
\[P_{\text{evap}} = 349.9 \text{ kPa} \quad (T_{\text{sat}} = 5^\circ C)\]

\[T_{\text{lift}} = 50^\circ C\]

\[Q_{\text{cabinHX}} + Q_{\text{avionicsHX}} + \Delta Q_{\text{cooling}} + \Delta W_{\text{comp}}\]

\[\text{COP}' = \frac{\left( Q_{\text{cabinHX}} + Q_{\text{avionicsHX}} \right) + \Delta Q_{\text{cooling}}}{W_{\text{comp}} + \Delta W_{\text{comp}}} = \left[ 1 + \left( \frac{\Delta Q_{\text{cooling}}}{Q_{\text{cabinHX}} + Q_{\text{avionicsHX}}} \right) \right] \text{COP}\]
Heat Pump with LLSL-HX versus Basic Heat Pump Mode for R134a

Mass Flow Rate: appreciable reduction with LLSL-HX
COP: some degradation with LLSL-HX
Radiator Area: some improvement with LLSL-HX
### Avionics H/X & Cabin HX

#### 1-mm Mini-Channels

- **G-7 Inlet plenum**

#### Overall Dimensions

- **Length**: 152.4 mm (6”)
- **Width**: 152.4 mm (6”)

#### Number of Mini-Channels

- **Cabin HX**: 75
- **Avionics HX (LSO/MSO)**: 100

#### Expected Pressure Drop (by correlation)

- **Cabin HX**: 1.26 psi
- **Avionics HX**: 6.34 psi

#### Table

<table>
<thead>
<tr>
<th></th>
<th>Max. Heat Load, Q (kW)</th>
<th>Max. Heat Flux, q” (W/cm²)</th>
<th>Overall Dimensions</th>
<th>Number of Mini-Channels</th>
<th>Expected Pressure Drop (by correlation)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cabin HX</strong></td>
<td>0.75 kW</td>
<td>3.13</td>
<td>Length : 152.4 mm (6”)</td>
<td>75</td>
<td>1.26 psi</td>
</tr>
<tr>
<td><strong>Avionics HX</strong></td>
<td>5.5 kW (LSO/MSO)</td>
<td>4.58</td>
<td>Length: 609.6 mm (24”)</td>
<td>100</td>
<td>6.34 psi</td>
</tr>
</tbody>
</table>
Avionics HX: Cross Section and Temperature Measurements

Thermocouples inside copper block

2.79" 2.28" 2.28" 2.28" 2.28" 2.28" 2.28" 2.28" 2.28" 2.79"

Thermocouple at inlet

Thermocouples inside copper block

Thermocouple at outlet
Heat Transfer Characteristics and Dryout Effects
Avionics H/X: Heat Flux Effects

Avionics H/X (L = 609.6 mm)

\( G_{\text{avionics}} = 283.53 \, \text{kg/m}^2\text{s} \)

\( q''_{\text{avionics}} \, [\text{W/m}^2] \)

\( x_{di} = 0.445 \)

\( x_e \)

\( h_{tp} \, [\text{W/m}^2\text{K}] \)
- **Intermittent Dryout**: mostly in liquid film surrounding elongated slug flow bubble or due to vapor blanket formation within the liquid slug
- **Incipient Dryout**: dry wall patches in annular film
- **Dryout Completion**: annular flow replaced by mist flow, with cooling provided only by droplet deposition
Avionics H/X: Two-Phase Flow Patterns and Heat Transfer Mechanisms

(i) $x_e < 0.36$

- Elongated bubble
- Liquid slug
- Liquid Bridging
- Elongated bubble
- Liquid film
- Intermittent dryout due to vapor blanket formation in liquid slug
- Bubble formed by liquid bridging
- Intermittent dryout in liquid film

(ii) $0.36 < x_e < 0.50$

- Annular flow
- Wavy annular liquid film shear driven by vapor core
- Liquid droplets entrained in vapor core

(iii) $0.50 < x_e < 0.74$

- Annular flow
- Incipient dryout caused by formation of dry patches in liquid film
- Dry wall patches cooled only by droplet deposition
Macro-channel:

Chen (1966)
Liu & Winterton (1961)

Mini/Micro-channel:

Lazarek & Black (1982)
Tran et al. (1996)
Kandlikar (2004)
Lee & Mudawar (2005)
Bertsch et al. (2009)
Kim & Mudawar (2014)
Comparison of Present Average Two-Phase Heat Transfer Coefficient with Predictions of Universal Methodology

Kim & Mudawar (2014)

MAE = 21.19%, θ = 69.92%, ζ = 95.12%

Crew H/X, R134a
Avionics H/X, R134a
Consolidated database:
10,805 saturated boiling heat transfer coefficient data points from 37 sources

- Working fluid:
  FC72, R11, R113, R123, R1234yf, R1234ze, R134a, R152a, R22, R236fa, R245fa, R32, R404A, R407C, R410A, R417A, CO₂, water

- Hydraulic diameter:
  0.19 < $D_h$ < 6.5 mm

- Mass velocity:
  19 < $G$ < 1608 kg/m²s

- Liquid-only Reynolds number:
  57 < $Re_{fo}$ < 49,820

- Flow quality:
  0 < $x$ < 1

- Reduced pressure:
  0.005 < $P_R$ < 0.69


\[
\frac{h_I}{P_f} = \left(\frac{h_{nb}^2 + h_{cb}^2}{2}\right)^{0.5}
\]

For nucleate boiling dominant regime:

\[
h_{nb} = 2345 \left(\frac{Bo}{P_F}\right)^{0.70} P_R^{0.38} \left(1 - x_e\right)^{-0.51} \left(0.023 Re_f^{0.8} Pr_f^{0.4} \frac{k_f}{D_h}\right)
\]

For convective boiling dominant regime:

\[
h_{cb} = 5.2 \left(\frac{Bo}{P_F}\right)^{0.08} \left(\frac{1}{X_{nt}}\right)^{0.94} \left(\frac{\rho_g}{\rho_f}\right)^{0.25}
\times \left(0.023 Re_f^{0.8} Pr_f^{0.4} \frac{k_f}{D_h}\right)
\]

where

- $Bo = \frac{q_{eff}}{G h_f}$
- $P_R = \frac{P}{P_{crit}}$
- $Re_f = \frac{G(1 - x_e)D_h}{\mu_f}
- We_{fo} = \frac{G^2 D_h}{\rho_f \sigma}$
- $X_{nt} = \left(\frac{\mu_f}{\mu_g}\right)^{0.1} \left(\frac{1 - x_e}{x_e}\right)^{0.9} \left(\frac{\rho_g}{\rho_f}\right)^{0.5}

$q_{eff}$ effective heat flux averaged over heated perimeter of channel

$P_{he}$: heated perimeter of channel $P_f$: wetted perimeter of channel
Universal Predictive Methodology for Saturated Flow Boiling Heat Transfer in Small Diameter Tubes

Nucleate Boiling Dominant Data

- 8284 nucleate boiling dominant data
  - MAE = 20.7%

Convective Boiling Dominant Data

- 2541 convective boiling dominant data
  - MAE = 19.0%

Nucleate Boiling Dominant Heat Transfer

Convective Boiling Dominant Heat Transfer
Parallel channel instability: Small amplitude, high frequency pressure drop oscillations (4,000 - 10,000 Pa over period of 1.33 s )
Pressure Drop Oscillations in Crew H/X

Discrete Fourier transform: pressure drop response in frequency domain
(power spectrum peak of 0.74 Hz (~ 1.33 sec)

R134a

\[ G_{crew} = 264.63 \, \text{kg/m}^2\text{s} \]
\[ q''_{crew} = 16146.9 \, \text{W/m}^2 \]