

수치해석을 이용한 5kW급 튜블러 터빈 성능에 관한 평가

웬만흥* · 뜨란바우억** · 김부기*** · 양창조***

*, ** 목포해양대학교 기관시스템공학과, *** 목포해양대학교 해양메카트로닉스공학과

An Evaluation of 5kW Tubular Turbine Performance Using Numerical Method

Manh Hung Nguyen* · Bao Ngoc Tran** · Bu-Gi Kim*** · Changjo Yang***

*, ** Department of Marine Engineering, Mokpo National Maritime University

*** Department of Marine Mechatronics, Mokpo National Maritime University

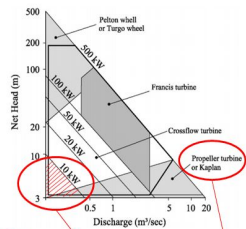
Key Words : Tubular Turbine, Numerical Method, Hydropower, Efficiency



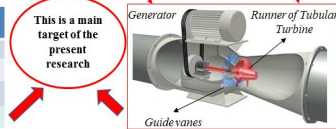
I. Potential Hydropower Capacity in Korea and Study's Objective:

Division	Number of sites	Developable capacity (kW)
River	120	147,000
Sewage treatment plant	55	5,300
Water cleaning center	58	2,500
Agricultural reservoir	163	48,000
Agricultural dam	100	5,000
Irrigation ditch of multi-purpose dam	6	6,744
Total amount	502	227,544

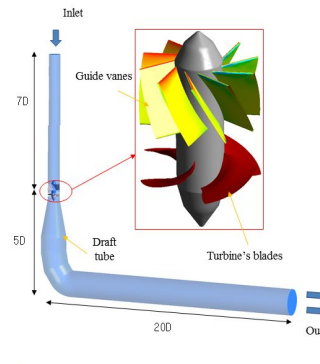
Developable small hydropower capacity *KEMCO (2007)



Power Output Range	Hydropower schemes
1,000 kW – 10,000 kW	Small scale
100 kW – 1,000 kW	Mini scale
Less than 100 kW	Micro scale
Less than 5 kW	Pico scale



II. Numerical Method and Boundary Conditions:



Tetra-mesh for the guide vanes

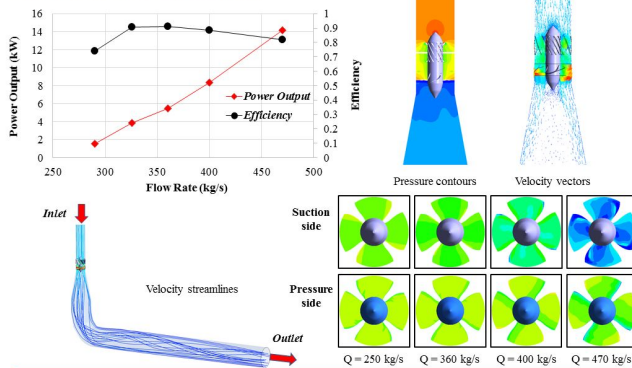
Hexa-mesh for the runner

Analysis method	Steady state
Turbulence model	k- ω SST
Rotor-stator interface	Frozen rotor
Inlet	Total pressure (Head = 2 m)
Outlet	Mass flow rate Q = 290 - 470 kg/s
Wall	No slip

Runner's diameter (D): 450 mm
 Hub's diameter: 200 mm
 Number of rotor blades: 4
 Number of guide vanes: 10
 Designed head: 2 m
 Designed flow rate: 0.36 m³/s
 Designed rotational speed: 410 rpm
 Designed power output: 5 kW



III. Results and Discussion:



IV. Conclusions:

From this study, several conclusions are given as follows:

1. The designed turbine can obtain 5kW power output at a flow rate Q = 0.36 m³/s, corresponding to 91.22 % of efficiency.
2. At flow rates higher than the designed flow rate of 0.36 m³/s, especially at Q = 0.47 m³/s, the cavitation occurs intensively at pressure side of the blade surface (exit pipe).
3. The pressure in the turbine passage are absorbed by the runner effectively at the best efficiency point. Nevertheless, there still exist some secondary flows at the draft tube..

Acknowledgement

This research was supported by the Ministry of Trade, Industry & Energy (MOTIE) and Korea Industrial Complex Corporation (KICOX) (No.RGJ17006).

This research was also supported by the Ministry of Trade, Industry & Energy (MOTIE) and Korea Institute for Advanced of Technology (KIAT) (No.R0006292).

* First Author : nguymanhhung.vmu@gmail.com, 061-240-7472

† Corresponding Author : cjyang@mmu.ac.kr, 061-240-7228