

# CFD Analysis of SAH on Subtracted Duct V-Type Array Ribs on Surface

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**Abstract**— The unique view of V rib subtracted material on solar air heater duct to to improve design and efficiency and thermal efficiency to investigate for cfd analysis on it. To verify cfd analysis to v type rib will look after design parameter such as  $W/w=2$  and  $e/w= 0.032$  and  $e/W= 0.016$  and  $p/e=21.88$ , etc. to investigate numerically match with experimentally data to execute design parameter for arrays on duct as given dimension, mentioned in specification .As acquire Reynolds no. ,its k-omega range of turbulency to compute data to design parameter to perform better thermal efficiency to get better performance. Analysis will have to achieve to better performance result to get better acquire experimental result.

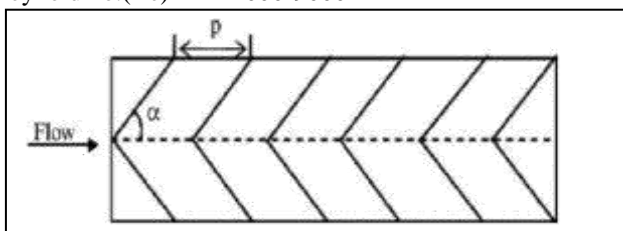
**Keywords:** CFD for v-type, SAH of v-rib

## I. INTRODUCTION

Cfd analysis as numerically for V-type subtracted rib arrays on duct with respected geometry with various angles of attack with help of various contour of turbulent, pressure. Temperature etc.

## II. SPECIFICATION OF DESIGN

Length(W) = 210 mm  
 Breath(L) = 650 mm  
 Thickness = 20 mm  
 Hydraulic  
 Diameter(D) = 45.12 mm  
 Rib height(e) = 3.3 mm  
 Rib pitch(P) = 72.22 mm  
 Angle ( $\alpha$ ) = 20°, 35°, 40°  
 Reynold no.(Re) = 4000-9000



## III. GEOMETRY & MESHING

The single arc geometry down in CAD software as follows

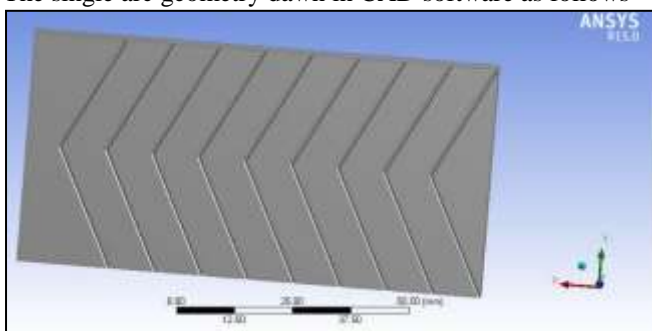


Fig. 1: Geometry of Single arc plate of SAH

After modeling, we have meshing the model so next process of numerical method.

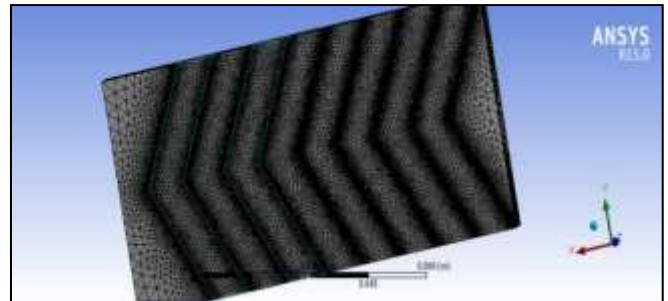


Fig. 2: Mesh of Model

Meshing detail

Type of element	Tetrahedral
No. of nodes	524011
No. of Elements	274181

## IV. BOUNDARY CONDITION

### A. At Inlet

Condition	Value
Pressure	0.2 bar
Temperature	320 k
Velocity(m/s)	0.3 m/s
Turbulent model	K-omega
Density of fluid on duct	1.225 kg/m <sup>3</sup>
Turbulent intensity	5%

### B. At Outlet

Condition	Value
Pressure	0.4 bar
Temperature	400 k
Velocity(m/s)	0.6 m/s
Turbulent model	K-omega
Turbulent intensity	5 %
Wall	Segmental flow region
Wall	No slip condition

## V. RESULT & DISCUSSION

Contour for turbulence for K-omega due to subtraction rib efficiency improved and uniform turbulent get better performance.

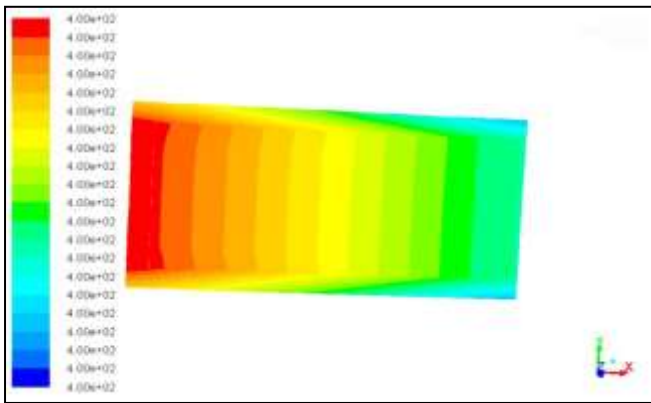


Fig. 3: Turbulent contour

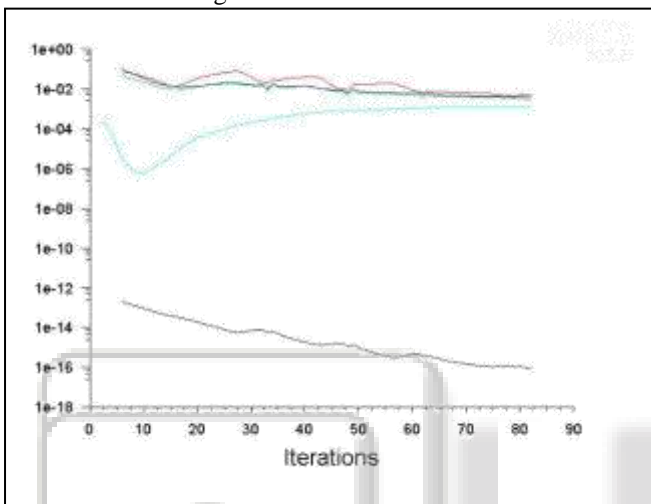


Fig. 4: Result graph

## VI. CONCLUSION

Before analysis of CFD we knew that as experimental says to v-type rib was excellent performance so we got better efficiency after getting result so.

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