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TECHNISCHE UNIVERSITÄT DARMSTADT

On the Evaluation of Control Performance in Drag Reducing Flows

Money versus Time

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Center of Smart Interfaces

Skin Friction Drag Reduction Technology

□ Key Aspects of Practical Fluid Transport Systems

✓ **Convenience**

- flow rate in pipeline
- travel speed of vehicle

✓ **Energy Saving**

- energy consumption to achieve certain "*Convenience*"

□ Evaluation of Control Performance in Fundamental Studies

✓ **Constant Flow Rate (CFR)**: wall friction is changed by control

Successful Control

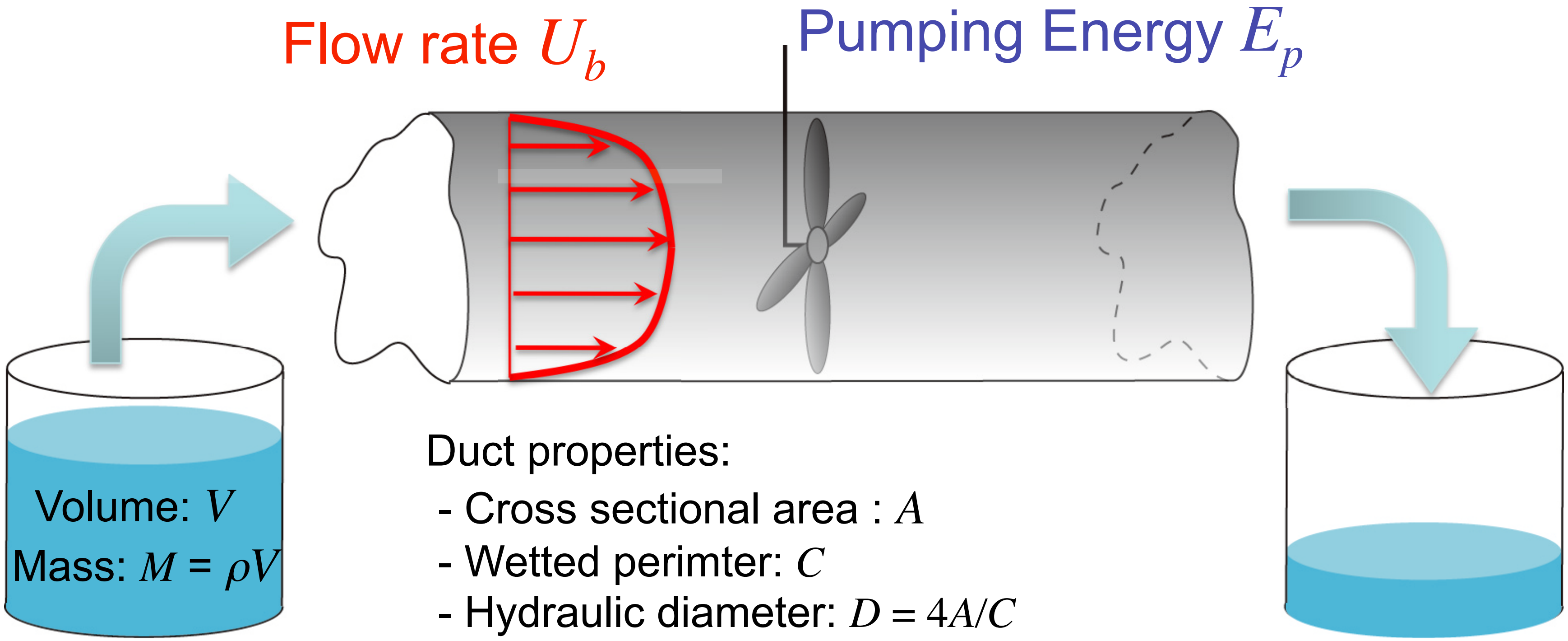
Reduction of wall friction (reduction of pumping power)

✓ **Constant Pressure Gradient (CPG)**: wall friction is kept constant by design

Successful Control

Increase of flow rate (increase of pumping power)

Internal Flow



Duct properties:
- Cross sectional area : A
- Wetted perimter: C
- Hydraulic diameter: $D = 4A/C$

✓ <u>Fluid travel time per unit length</u>: $1/U_b$

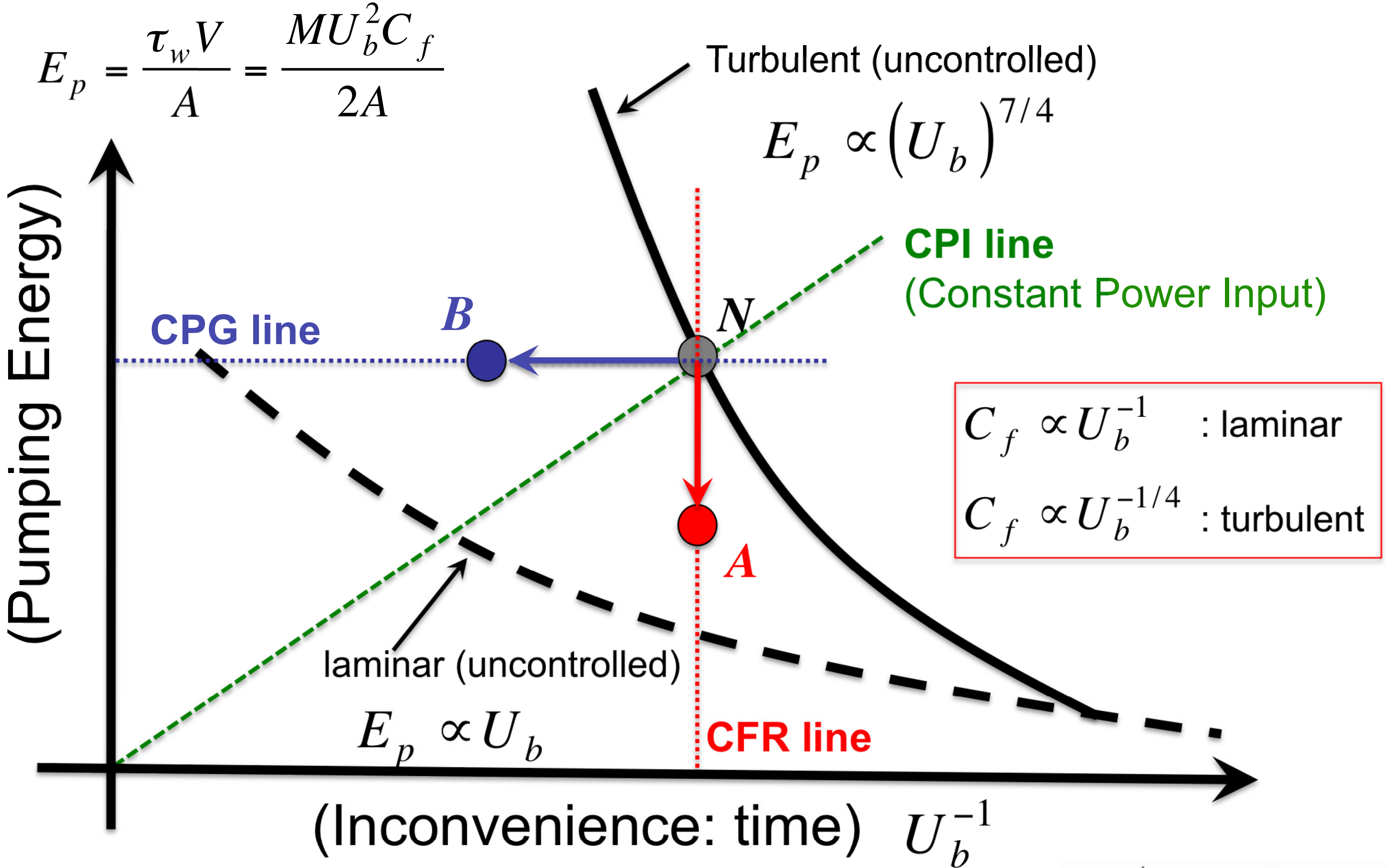
✓ <u>Pumping energy per unit wetted area</u>:

$$E_p = \frac{\tau_w V}{A} = \frac{M U_b^2 C_f}{2A}$$

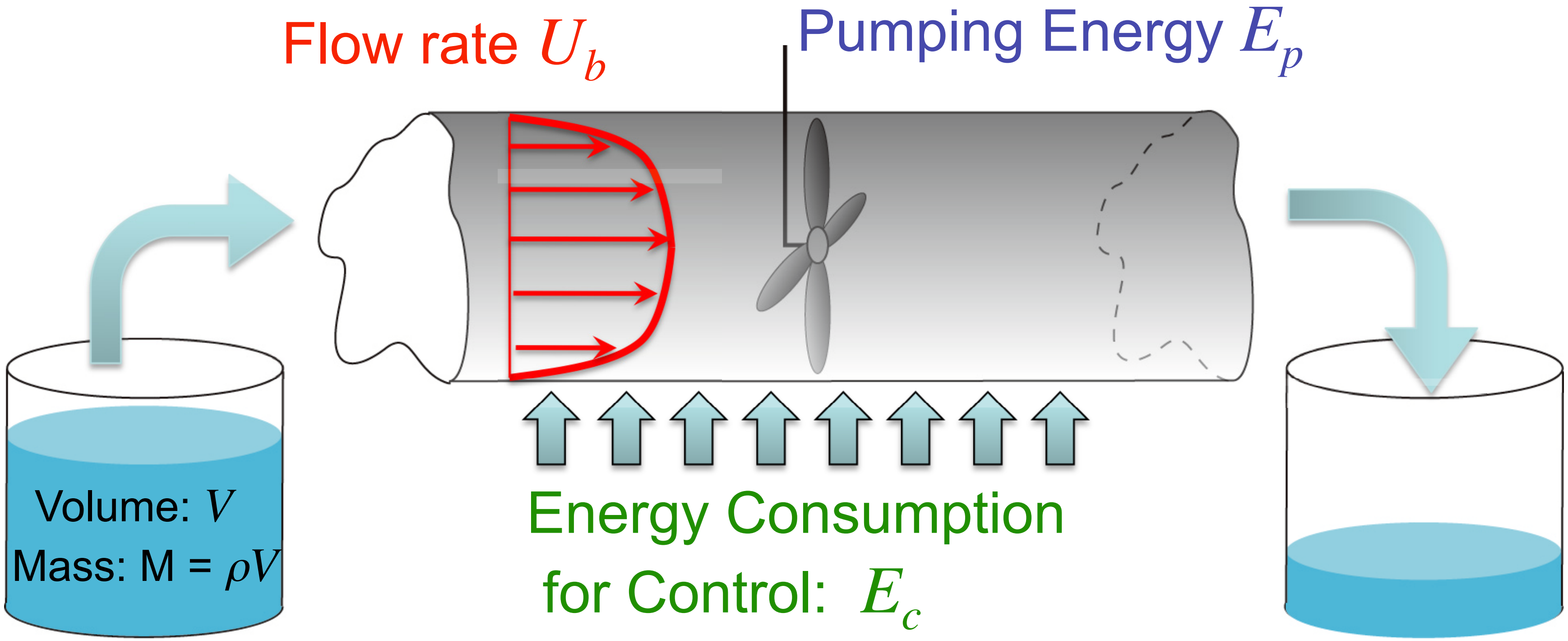
Friction coefficient

$$C_f = \frac{\tau_w}{\frac{1}{2}\rho U_b^2}$$

Energy Saving vs Convenience



Active Control of Internal Flow



✓ Fluid travel time per unit length: $1/U_b$

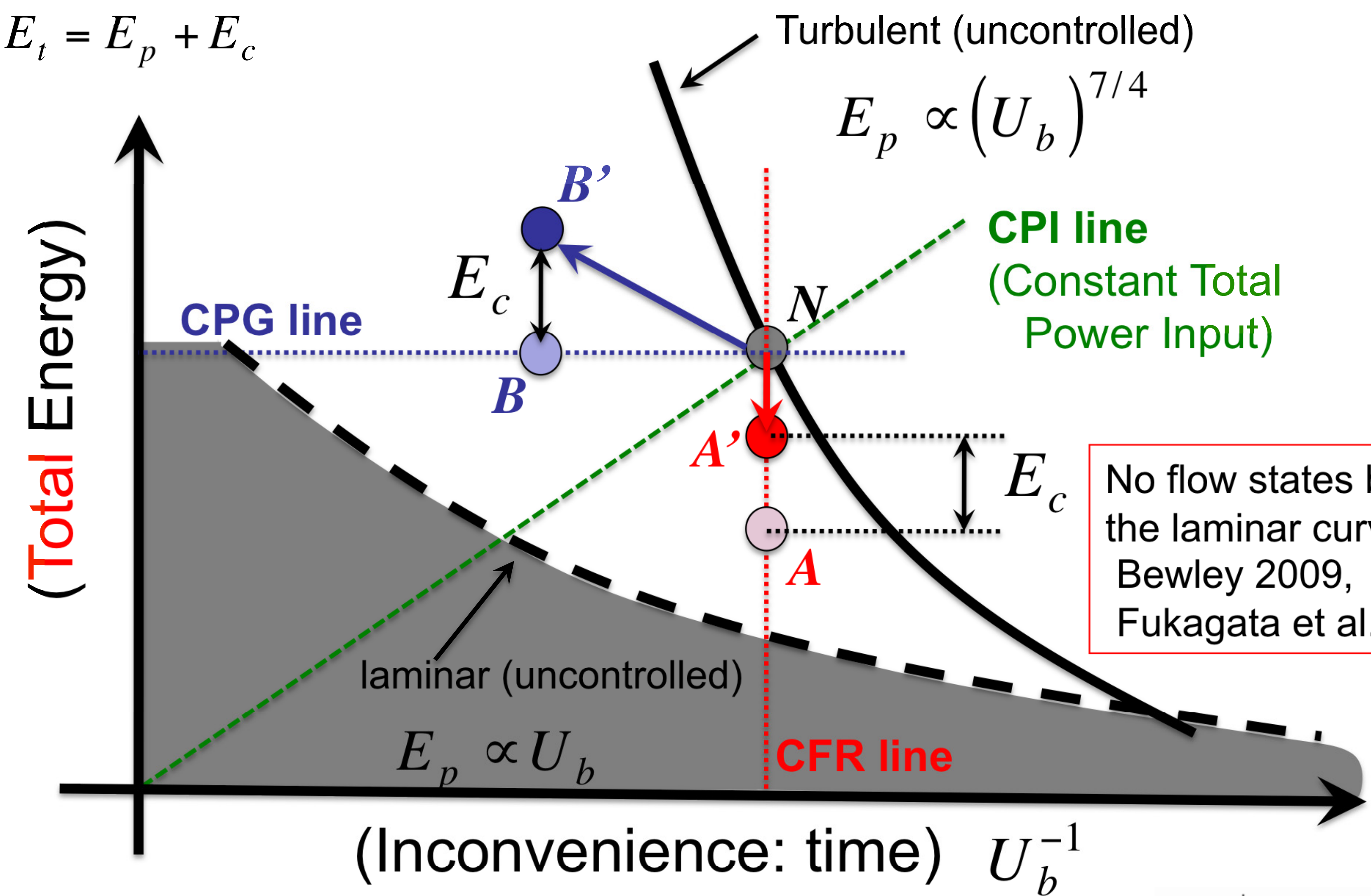
✓ **Total** energy consumption per unit wetted area:

$$E_t = \boxed{E_p} + \boxed{E_c}$$

Control energy

Pumping energy

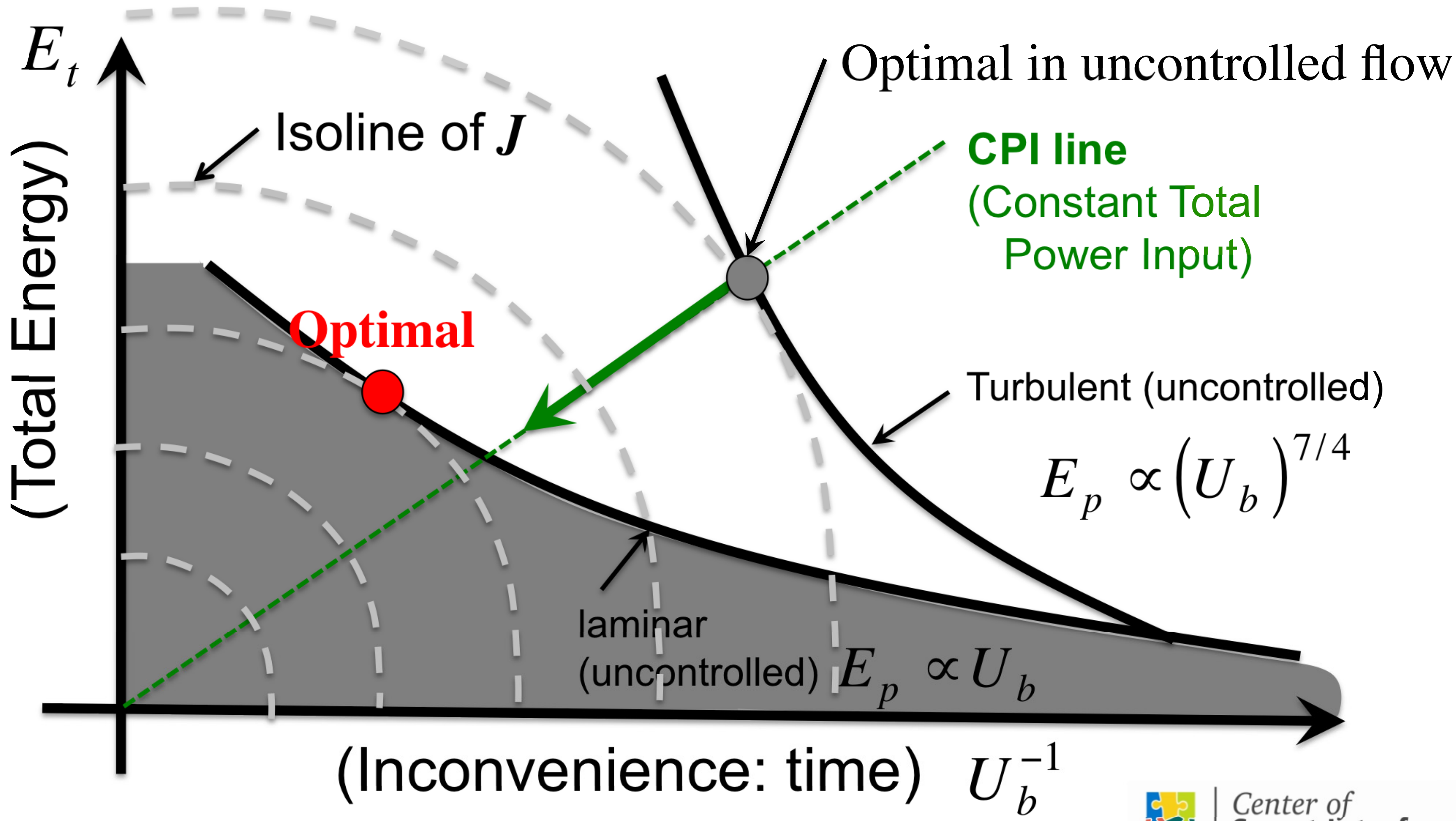
Energy Saving vs Convenience



No flow states below the laminar curve
Bewley 2009,
Fukagata et al., 2009

Example

Cost function: $J = E_t^2 + \left(1/U_b\right)^2$



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Non-dimensionalization

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Convenience (Fluid travel time per unit length)

$$T_c = 1/U_b \Rightarrow \left(\frac{1}{U_b}\right)\left(\frac{\nu}{D}\right) = \frac{\nu}{U_b D} = \mathrm{Re}_b^{-1}$$

Energy Expenditure

✓ **Pumping Energy**

$$E_p = \frac{M U_b^2 C_f}{2A} \Rightarrow C_f = E_p\left(\frac{2A}{M \boxed{U_b^2}}\right) \Rightarrow C_f \,\mathrm{Re}_b^2 = E_p\left(\frac{2AD^2}{M\nu^2}\right)$$

✓ **Total Energy (Pumping + Control)**

***Effective* wall friction**

$$\tau_w^e = \frac{P_p + P_c}{U_b} = \tau_w + \frac{P_c}{U_b} \Rightarrow C_f^e \,\mathrm{Re}_b^2 = E_t\left(\frac{2AD^2}{M\nu^2}\right)$$

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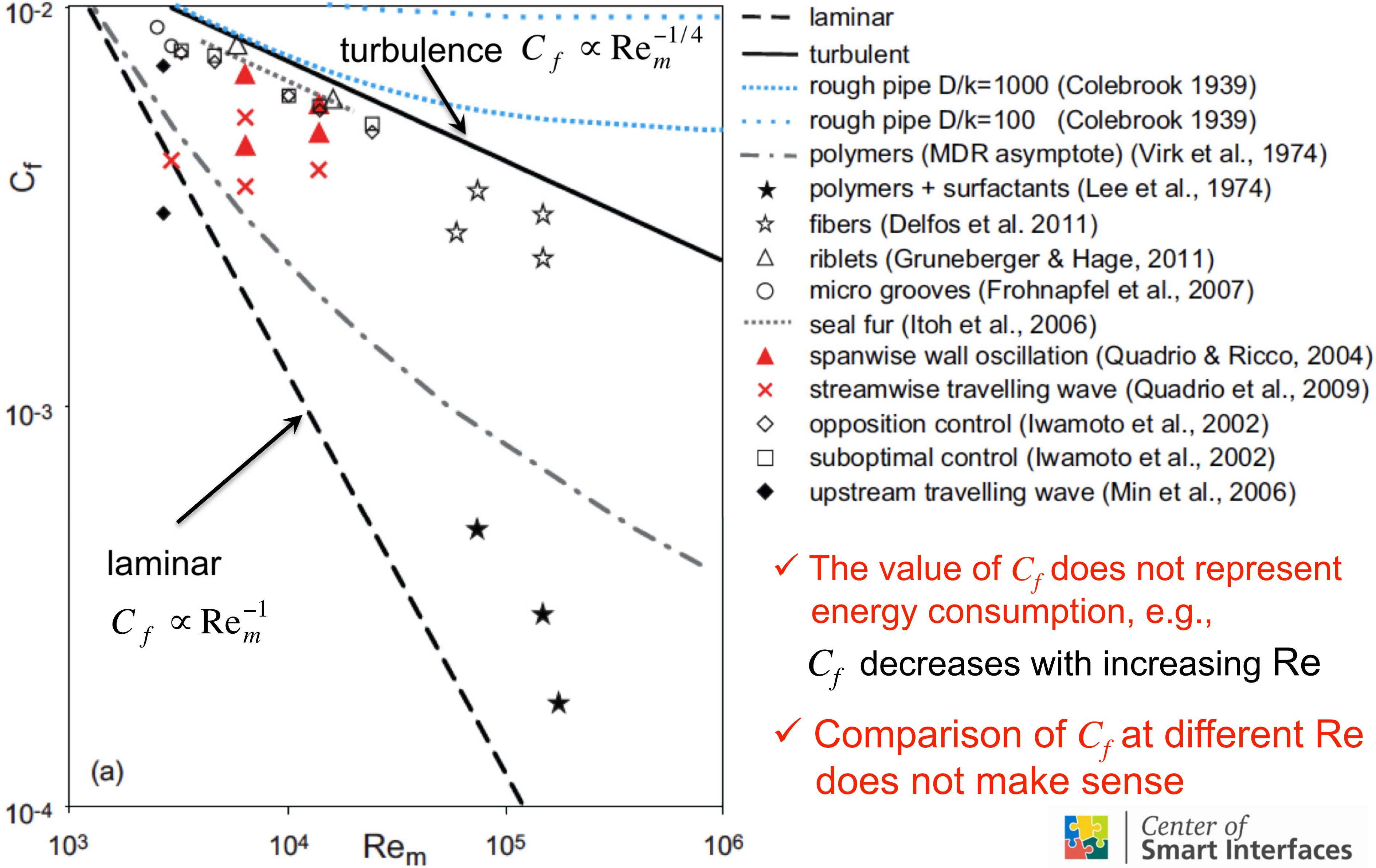
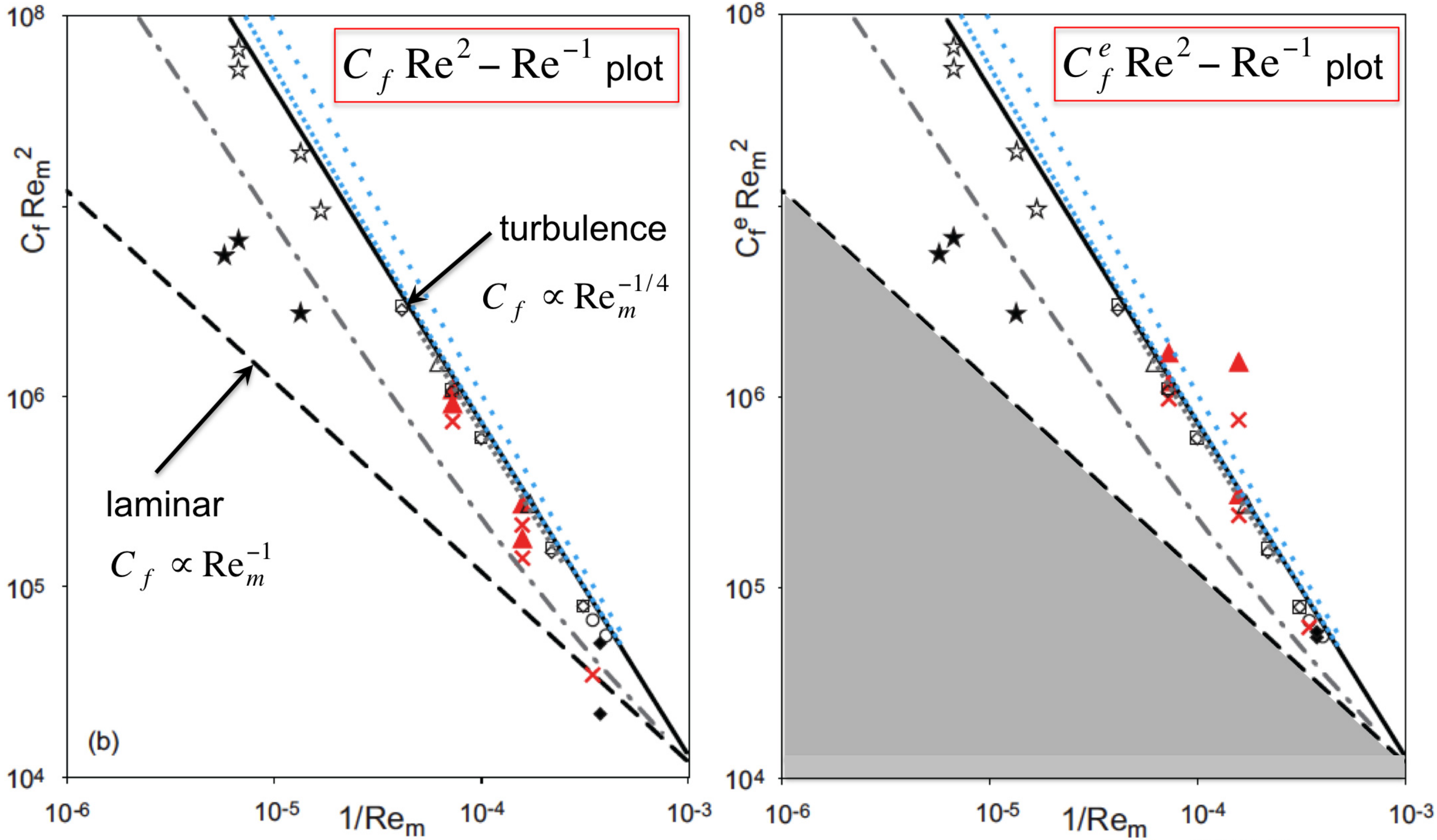
Conventional C_f-Re_b Plot



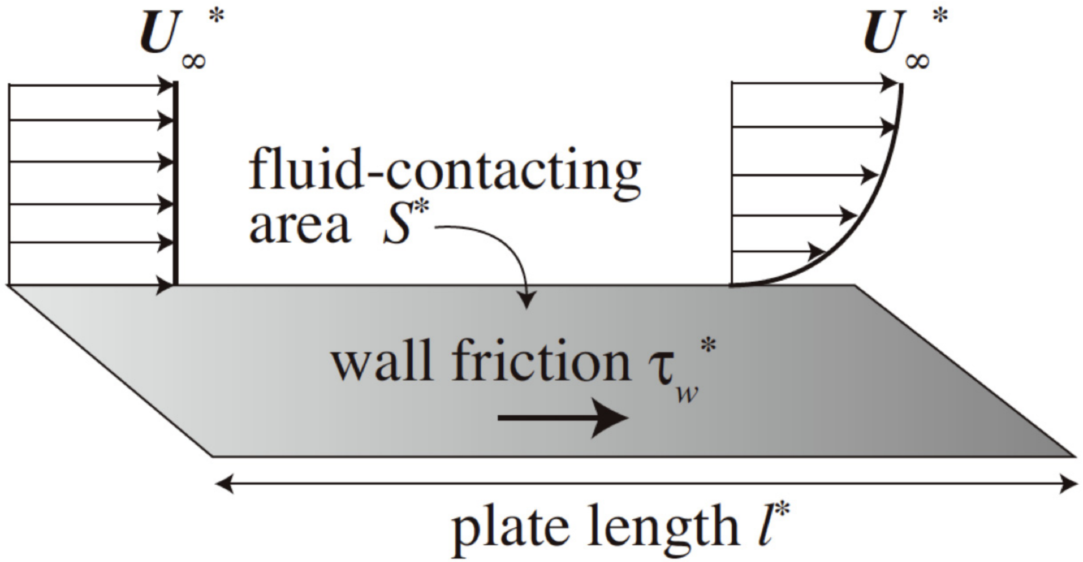
- ✓ The value of C_f does not represent energy consumption, e.g.,
  C_f decreases with increasing Re
- ✓ Comparison of C_f at different Re does not make sense

New Plots



$C_f \, \mathrm{Re}^2 - \mathrm{Re}^{-1}$ plot
turbulence
$C_f \propto \mathrm{Re}_m^{-1/4}$
laminar
$C_f \propto \mathrm{Re}_m^{-1}$
(b)
$C_f \, \mathrm{Re}_m^2$
$1/\mathrm{Re}_m$
10^8
10^6
10^5
10^4
10^{-6}
10^{-5}
10^{-4}
10^{-3}
$C_f^e \, \mathrm{Re}^2 - \mathrm{Re}^{-1}$ plot
$C_f^e \, \mathrm{Re}_m^2$

Application to External Flow



- **Convenience (traveling time per unit distance)**

$$\left(U_\infty\right)^{-1} \Rightarrow \nu / \left(U_\infty l\right) = \boxed{\mathrm{Re}_l^{-1}}$$

- **Propulsion energy per unit fluid-contacting area and unit distance**

$$E_p = \frac{1}{2}\rho U_\infty^2 \overline{C_f} \Rightarrow \boxed{\overline{C_f}\,\mathrm{Re}_l^2} = E_p / \left(\frac{\rho \nu^2}{2 l^2}\right)$$

$C_f Re^2$-Re^{-1} plot can also be used for external flows

Conclusions

- In real applications, a compromise between *Convenience* (Time) and *Energy expenditure* (Money) has to be reached so as to accomplish a goal which in general depends on a specific application.

- Based on this idea, we propose a new evaluation plane (money-time plane), which can be viewed as an improved version of the conventional Cf-Re plot.

- The new plane consists of two dimensionless parameters Re^{-1} and $C_f Re^2$ which represent the flow rate (convenience) and the energy expenditure required to achieve that flow rate, respectively.

- The new evaluation plane is useful to seek the optimal control strategy for minimizing the application-dependent cost function.

- The above considerations can be easily extended to external flows.