

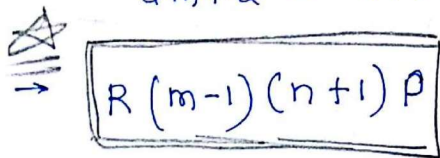
Refrigerants:-

Naming of Refrigerants:-

① saturated hydrocarbon:- (single bond)



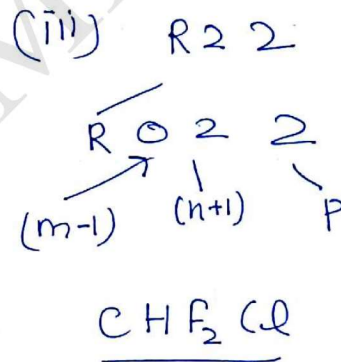
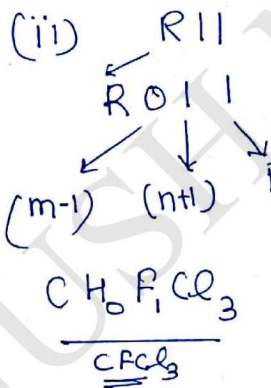
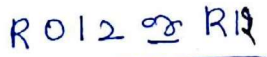
$$2m+2 = n+p+q \quad (\text{saturated})$$



$$m=1, m-1=0$$

$$n=0, n+1=1$$

$$p=2$$



$$m=2$$

$$n=0$$

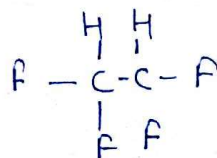
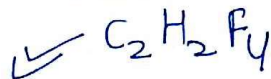
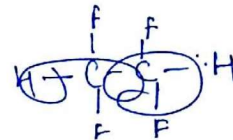
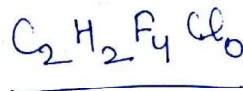
$$p=3$$



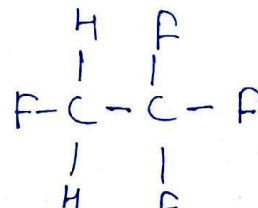
$$m-1=1, m=2$$

$$nH=3, n=2$$

$$p=4$$



Symmetric



asymmetric $R134a$

② Unsaturated hydrocarbon (double bond)



$$2m = n + p + q$$

$$\rightarrow \boxed{R_{\downarrow}(m-1)(n+1)P}$$



$$R_{\downarrow}(2-1)(4+1)(0)$$

$$\underline{\underline{R_{1150}}}$$

③ Inorganic

$$\boxed{R(700 + \text{mol. mass})}$$



④ Azeotrope:-

(as a pure substance)

$$\boxed{R - (500 + \text{random No.})}$$



ingredient (Sec butyl)

* The mixture of refrigerant behaving as pure substance is called azeotrope.

Properties of the Refrigerant

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1) Normal Boiling Point (NBP) :-

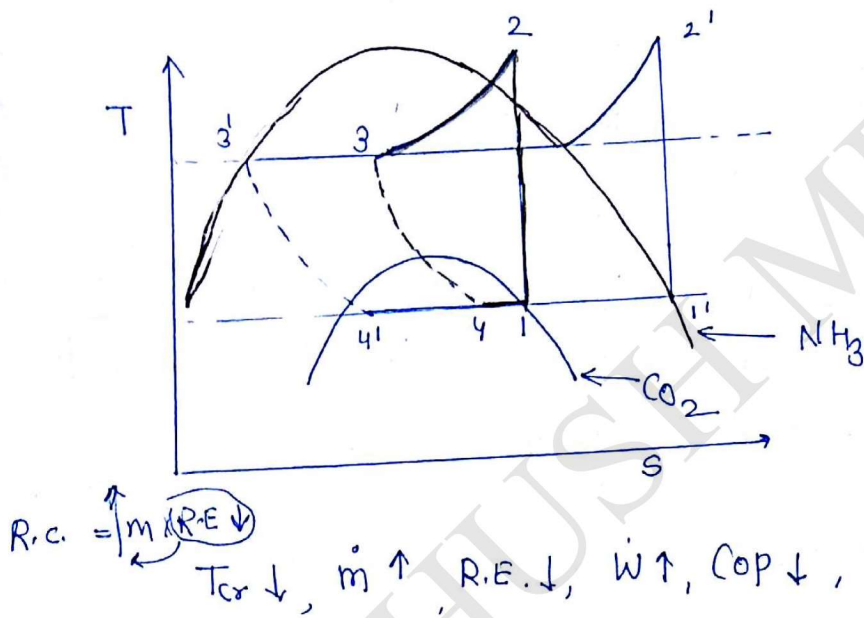
→ The minimum pressure in the cycle is desired to be above atmospheric pressure. This is because if the leakage occurs, we don't want air to leak inside the system because it will bring water vapour with it self which may freeze at low temp. hence chocking the system.

→ If the evaporator pressures are close to atmospheric pressure then for the refrigerant to boil at very low temp. the normal boiling point should be lower than the desired temp. Hence low NBP refrigerant are desirable.

★ low NBP refrigerant are high pressure refrigerants
a high NBP refrigerants are low pressure refrigerants.

Note: The air if enters in the system get trapped in the condenser. It increase condenser pressure, compressor power and cooling water temp. The removal of trapped air in the condenser is called 'purging'.

② Critical Point temperature:-



The critical temp. of the refrigerant should be sufficient^{ly} more than the condenser temp., to facilitate heat transfer during phase change. CO_2 and ethylene have very low critical temp hence they are undesirable.

→ Water has one of the highest critical temp. among the commonly used refrigerant.

Note:- Since heat transfer in Bell Coleman Cycle is sensible hence the COP of this cycle is less than VCRS.

③ Latent heat and specific heat:-

latent heat of the refrigerant should be high as it result in lower mass flow rate specific heat should be low in liquid phase and high vapour phase.

$$\text{C.O.P.} = \frac{\text{R.E.} \uparrow}{\text{L.H.T.}}$$

④ Freezing point:- Freezing point should be lower than the required temp. to avoid freezing of refrigerant.
⇒ water has good thermodynamic property but because of its high freezing point it is not used for refrigeration.

⑤ Viscosity: The viscosity of refrigerant should be low to eliminate viscous loss.

⑥ Pressure Ratio:- we should select a refrigerant which gives low pressure ratio corresponding to the required evaporator and condenser temp.

$$\eta_v \downarrow \quad \eta_v = 1 + c \cdot c \left(\frac{P_2}{P_1} \right)^{1/n}$$

⑦ Specific Volume at the inlet to the Compressor:-

The specific volume at the Compressor inlet should be less because high specific ~~volume~~ volume result in large size Compressor. R_0

→ R11 & R113 have high specific volume hence they are used with centrifugal Compressor,

⑧ Compressor discharge temperature:-

Compressor discharge temp. should be low. high compressor discharge temp. increase Compressor damage.

→ Since NH_3 has high Compressor discharge temp. hence NH_3 Compressor are water cooled.

Note:- NH_3 has a high latent heat of Vapourisation

⑨ Toxicity and Flammability:- The refrigerant

should be non toxicity and non flammable.

→ NH_3 has very good thermodynamic properties but is not used in domestic application because of its toxic and flammable nature.

(10) Action with the lubricating oil:-

(i) Completely immiscible:- refrigerents like NH_3 and CO_2 which are completely immiscible with the lubricating oil are separated with the help of an oil separator installed b/w Compressor and Condenser. The separated oil brought back to the compressor.

(ii) Completely miscible: Refrigerent like R11 & R22 which are completely miscible with the lubricating oil do not present much problem because the ~~separated oil is brought~~ the oil which is washed away by the refrigerent is brought back in the compressor.

(iii) partially miscible:- The refrigerent like R22 present problem because the lubricating oil is washed away by the refrigerent gets deposited in the evaporator this leads to reduction in lubricating oil in the compresses hence wear & tear of compressor.

→ In such cases we use synthetic oil in place of lubricating oil.

② Action with material of Construction:-

→ NH_3 reacts with copper hence whenever NH_3 is used as refrigerant copper is not used as material of construction instead wrought iron or steel is used.

→ Freon's react with Al hence whenever Freon's are used as refrigerant Al is not used instead Cu is used as material of construction

Leak detection test:-

① Halide torch test: it is used to detect the leakage of Freon's. In presence of Freon the blue flame of hydrocarbon changes to bluish green.

② Sulphur Stick or Sulphur ribbon method:- it is used to detect the leakage of NH_3 . White fumes of $(\text{NH}_4)_2\text{S}$ Ammonium sulphide are formed when sulphur stick brought close to leaking NH_3 .

③ Ammonia swab test:- A cloth dipped in NH_3 is passed over leaking sulphur dioxide (SO_2) white fumes of $(\text{NH}_4)_2\text{S}$ are formed.

④ Soap bubble test:- Soap water is used to identify the leakage of hydrocarbon.

Recent trend in Refrigeration:-

Cl element present in the refrigerant dissociates in presence of sunlight and reacts with O₃ which is situated in stratosphere.

→ Ozone layer filters the harmful ultraviolet ray from the sun, hence its depletion is undesirable.

→ There for the use of refrigerant containing chlorine (cl) has been discouraged and we have replaced R12 in domestic refrigerators with R134a.

→ The substitute for chlorofluorocarbon (CFC) is

- hydrocarbon
- fluorocarbon
- hydrofluorocarbon
-

	<u>Name of Ref.</u>	<u>use</u>
1)	R-12	Domestic Ref. (Earlier)
2)	R134a	Domestic Ref. (Now) & car A/c's
3)	R-22	window A/c
4)	R-11	central A/c
5)	NH ₃	Industrial Application (ice making)
6)	Air	Air craft + A/c
7)	CO ₂	→ transport refrigeration and (direct contact <u>food</u> refrigeration)