Design Of Alternative Power Plant With Apply Flywheel Energy Storage System

A V Ferdian1
1. Studies Program Engineering, Faculty of University of Bandar Lampung Jl. Zainal Abidin Pagar Alam No. 26 Labuhan Ratu Bandar Lampung

Abstract. Any design or concept of energy generating devices must be in accordance with the laws applicable in the fields of physics, one of which is the law of conservation of energy. This study aimed to determine whether this power plant can work with good efficiency. In the design of the power plant is used a 36 volt DC electric motor to rotate a flywheel (flywheel) and a 3000 watt generator with a series-v belt transmission. Initial power to drive the electric motor comes from the battery. Then the power output of the generator used to charge the battery back and the rest is used for other purposes (load). The result is an power output of the generator is smaller than power the input by the electric motor, so that the plant can not be used in a long time. The small plant efficiency is due to several factors diantarannya generator and electric motor efficiency is low and the battery charging load is too large so there is a balance between charging and konsumsi power by the electric motor. Keywords: electric motors, generators, flywheel

1. Introduction
Nowadays the use of fossil fuels into the mainstream choice for generating electricity. But the availability of such fuels are being reduced feared to be extinct. So to cope with the expected extinction of fossil fuel use as fuel is reduced and switched on renewable energy sources. When this has been pretty much done the publication of several concept and design of alternative electrical energy generating devices are based on the principle of free energy (freeenergy) both in scientific articles, videos documentation, or writings on the internet. Any design or concept of energy generating devices must be in accordance with the law - the law applicable in the fields of physics, one of which is the law of conservation of energy. In the International Journal for Scientific & Development (IJSRD) vol. 4, issue 02, 2016, entitled "Conventional Free Energy Using Flywheel" is explained that an electric motor with half the capacity of the HP can produce 21% more power with the help of gravity wheel or flywheel. This shows that a flywheel (flywheel) can be used as a store of mechanical energy which can then be converted into other energies. In the design of the power plant is used a DC electric motor to rotate a flywheel (flywheel) and generator with a series-v belt transmission. Initial power to drive the electric motor comes from the battery. Then the power output of the generator used to charge the battery back and the rest is used for other purposes (load). This study aims to determine whether these plants can work with good efficiency, determine the maximum power that can be produced by plants, and find out if this plant can work in a long time.

2. Review of Literature
2.1 Wheel Crazy (Flywheel)
flywheel(flywheel) is a rotating mass is used as an energy storage in a machine. The kinetic energy of a rotating body expressed in a half$I.\omega^2$, where$I$ is moment of inertia of the mass of a body against the spin axis and$\omega$ is the angular velocity of rotation. If the speed is reduced, energy is released by the flywheel, and conversely, if the speed increases the energy will be stored in the flywheel.

2.2 Generator
generator is an electrical machine which is used to convert mechanical energy into electricity. Mechanical energy is used to rotate the coils of wire conductor in a magnetic field or vice versa rotating magnet wires between the coils. Mechanical energy can be derived from steam power, the potential energy of water, gasoline motor, and others. Electric power generated by the generator can be either an alternating current (AC) and direct current (DC), this depends on the construction of the
current generator and retrieval systems. Therefore, both types actually have the same principle except the rectification process-flow stream.

2.3 Electric Motors

Electric motor is an electromagnetic device that converts electrical energy into mechanical energy. This mechanical energy is used for, for example, rotate the impeller, pump fan or blower, drive the compressor, lifting materials, etc. Electric motors are used at home, (such as mixers, electric drills, fans) and in industry. The electric motor is sometimes referred to as “work horses” of the industry because it is estimated that motors use about 70% of the total electrical load of the industry. Electric motors are divided into two, namely DC motors and AC motors.

2.4 Electric Motors DC

DC motors that do not use direct current (direct-unidirectional). DC motors are used in special use where high torque is required ignition or acceleration that is fixed for a wide speed range. The main advantage is the DC motor speed control that does not affect the quality of power supply. It can be controlled by adjusting:

1. Armature voltage, increasing the armature voltage will increase the speed.
2. Field current, reducing the field current will increase the speed.

DC motors are available in various sizes, but its use is generally limited to a few low speed, low power usage to moderate such as machine tools and rolling mills, because of problems with mechanical commutation at a larger size. Also they are restricted to use of so dirty area clean and not dangerous because the risk of sparking at the brushes. DC motors are also relatively expensive compared to AC motors.

2.5 Transmission Belts

V-V belts are made of rubber and has a trapezoidal cross-section. Woven fabric or the like is used as the core of belts to carry a big attraction. V-belts wrapped around the circumference pulleys V-shaped groove, too. Part of the belt being twisted in this pulleys experiencing arch so that the width of the inside will increase. The friction force will also increase due to the wedge shape, which will result in large power transmission at relatively low voltage. This is one advantage compared with the V-belts flat belts.

2.6 Battery (accumulator)

Battery or accumulator is an electric cell in which there takes place a reversible electrochemical process (back can) with a high efficiency. What is meant by the electrochemical process of reversible is inside the battery last the process of converting the chemical into electrical power, and instead of the electrical energy into chemical energy (charging again by regeneration of electrodes are used, which are passing an electric current in a direction (polarity) opposite in cell).

3. Design Methodology Design Flowchart

The following is a flow diagram of the design of alternative power generation by utilizing a flywheel energy storage system.
3.1 Tools and Materials
Tools and materials used in this scheme are as follows:
1. Flywheel/Flywheel
2. Motor Electric
3. Generator
4. Batteries/accumulator
5. Adapter
6. Tachometer
7. Voltmeter
8. Ammeter, etc.

3.2 Schematic Design

Figure 1. schema design tool
In the design of the system consists of the design berberapa parts such as Pulley, Flywheel, belt drive (belt drive), Shaft (Shaft), bearings (Bearing), and others.

1). Axle and Bearing
In this scheme, the pivot function and the power forward rotation of the electric motor to generator where the shaft is mounted a flywheel with mass of 30 kg. Design the shaft must be calculated to determine the proper shaft diameter and is resistant to torsional loads and bending loads that occur on the shaft. Selection of bearing also an important criterion to ensure a smooth and durable system function.

2). V-belts and pulleys
We know that the belt (belt) is useful for transmitting power using pulleys. Each pulley has a diameter and at different speeds. Pulley selected according to standard specifications. Diameter pulleys needed is determined by rotation. In this scheme digunakan total of four pulleys and two belts.

3). Flywheel
In this scheme used a flywheel with a mass of 30 kg and 440 mm in diameter.

3.3 Working Principle Tool
A 36 volt DC electric motor rotating a flywheel which is then connected to an electric generator by using a transmission-v belt and pulleys. Initial power to drive an electric motor that is derived from the 3 pieces of 12-volt batteries that are arranged in series so that the battery voltage to 36 volts. Then the electrical power generated by the generator partially reused to charge the battery with the help of an adapter and the rest is used for electrical purposes other (expense).

3.4 Testing Methodsequipment
After manufacture power plant is completed, then the functional testing of the power plant. This test aims to determine whether the plant can work well. The next test was done by measuring the rotation of the generator voltage and before and after a given load and then determine the maximum load that can be supplied to the plant.

4. Calculation of Design Data Design
1. Electric Motor
   - motor power \( P \) = 800 watt
   - Turn the motor \( (n+1) \) = 300 rpm
   - pulley diameter \( (dp1) \) = 203 mm
2. Flywheel
   - mass flywheel \( (m) \) = 30 kg
   - Fingers flywheel \( (r) \) = 220 mm
3. Generator
   - Power generator \( (P) \) = 3000 Watt
   - Round generator \( (n3) \) = 1500 rpm
   - pulley diameter \( (dp4) \) = 90 mm-V

4.1 Calculation of Transmission belts
Transmission belt-v 1
1. \( P = 0.8 \) kW, \( nI = 300 \) rpm
2. Comparison pulley ratio \((i)\):
   \[ i = \frac{dp1}{dp2} = \frac{203}{110} = 1.84 \]
3. Turn the flywheel \( (n2) \)
   \[ n2 = nI \times i = 300 \times 1.84 = 552 \text{rpm} \]
4. correction factor \((f_c)\): \( f_c = 1.4 \) (taken)
5. Power plans ($P_d$):

\[ P_d = f \cdot c \cdot P \]
\[ = 1.4 \cdot 0.8 \, kW \]
\[ = 1.12 \, kW \]

6. Cross-section of the belt - V: Type A

7. Belt speed ($v$) =

\[ v = 3.14 \cdot dp \cdot \frac{n1(60 \cdot 1000)}{60} \]
\[ = 3.14 \cdot 203.552 \cdot 1000 \]
\[ = 5.86 \, m/s \]

8. Calculation of the circumference ($L$):

\[ L = 2C + \frac{\pi}{2} \cdot (dp_1 + dp_2) + \frac{1}{4c} \cdot (dp_2 - dp_1) \]

assumed distance pulley shaft axis ($C$) 1 and 2 is 380 mm, then:

\[ = 2 \cdot 380 + 1.57 \cdot (203 + 110) + \frac{1}{4} \cdot 4380. \]
\[ = 380 + 1.57 \cdot (203 + 110) + 1095 \]
\[ = 1257 \, mm \]

(nominal numbers obtained belt - V: No. 49 L = 1245 mm)

9. Distance to the actual pivot axis ($C$):

\[ C = \frac{b + \frac{\sqrt{b^2 - 8 \cdot (dp_2 - dp_1)^2}}{8}}{8} \]

\[ b = 2L - 3.14 \cdot (dp_1 + dp_2) \]
\[ = 2 \cdot 1245 - 3.14 \cdot (203 + 110) \]
\[ = 1507 \, mm \]

maka,

\[ C = \frac{1507 + \sqrt{1507^2 - 8 \cdot (203 - 110)^2}}{8} \]
\[ = 352 \, mm \]

.........(4)

9. Contact angle ($\theta$) and the correction factor ($K$) =

\[ \theta = 180^\circ - \frac{57 \cdot (dp_2 - dp_1)}{C} \]
\[ = 180^\circ - \frac{57 \cdot (203 - 110)}{352} \]
\[ = 165^\circ \]

.........(5)

Transmission belt - v 2

1. $P = 0.8 \, kW$, $n2 = 552 \, rpm$

2. Comparison pulley ratio ($i$): $dp_3 = 254 \, mm$, $dp_4 = 90 \, mm$

\[ i = \frac{3}{4} = \frac{254}{90} = 2.82 \]

3. Round generator ($n4n4 = n3 \, xi$)

\[ = 552 \times 2.82 = 1558 \, rpm \]
4. correction factor \( f_c \): \( f_c = 1.4 \) (taken)
5. Power plans \( (P_d) \): \( P_d = F_c \cdot P \)
   \[ = 1.4 \cdot 0.8 \]
   \[ = 1.12 \text{kW} \]
6. cross-section belts - V: Type A
7. belt speed \( (v) \) = 
   \[ v = 3.14 \cdot dp \cdot n3(60.1000)/ \]
   \[ = 3.14 \cdot 254 \cdot 552 / (60.1000) \]
   \[ = 7.3 \text{ m / s} \]
8. calculation of the circumference \( (L) \):
   \[ L = 2C + 3g(254 - 90) \]
   \[ = 2 \cdot 157 + 2 \cdot 1.57 \cdot (254 + 90) \]
   \[ = 1414 \text{ mm} \]
   
   (nominal numbers obtained belt - V: No. 55 L = 1397 mm)
9. distance actual pivot axis \( (C) \):
   \[ C = \frac{b + \sqrt{b^2 - 8(dp3 - dp4)^2}}{8} \]
   \[ b = 2L - 3.14(dp3 + dp4) \]
   \[ = 2 \cdot 1397 - 3.14(254 + 90) = 1713 \text{ mm} \]
   \[ C = \frac{1713 + \sqrt{1713^2 - 8(254 - 90)^2}}{8} \]
   \[ = 433 \text{ mm} \]
10. contact angle \( (\theta) \) and the correction factor \( (K) \) =
    \[ \theta = 180^\circ - \frac{57(dp3 - dp4)}{C} \]
    \[ = 180^\circ - \frac{57(254 - 90)}{433} \]
    \[ = 158^\circ \]

4.2 Calculation of Poros

1. \( P = 0.8 \text{kW},n3552 \text{ rpm}=\)
2. correction factor \( (f_c) \): \( f_c = 1.4 \) (taken)
3. Power plans \( (P_d) \): \( P_d = F_c \cdot P \)
1.4.0.8
= 1:12kW

4. Moment of the plan (T)
\[ T = 9.74 \times 10^5 \times (3) \]
\[ = 9.74 \times 10^5 \times (1300.12) \]
\[ = 3636 \text{ kg.mm} \]
\[ = 35669 \text{ N.mm} \]

5. Calculation Imposition On Poros

\[ RA + RB = W_{total} \]

\[ a) \text{ expenses total } (W_{total}) \]
\[ W_{total} = WC + WD + WE \]

\[ WC = \text{mass flywheel x acceleration of gravity} \]
\[ = 30 \text{ kg x 9.81 m/s}^2 \]
\[ = 294.3 \text{ N} \]

\[ WD = TD1 + TD2 \]

Where:
\[ T = (TD1 - TD2)R \]
\[ 35669 \text{ N.mm} = (TD1 - TD2)55 \text{ mm} \]
\[ (TD1 - D2T) = \frac{35669}{55} \]
\[ (TD1 - D2T) = 648 \text{ N} \quad (8) \]
\[ 2.3 \log \left( \frac{1}{\mu 0.91 \pi \theta = 0.3 \times} \right) \]
\[ 2 = 0857 \]
\[ \log \left( \frac{1}{2} \right) = \frac{0.857}{2} = 0.372 \]

\[ \frac{2.3}{2} = 2.3 \quad \text{..... ...(9)} \]

From equation \( i \) and \( ii \), obtained:

\( TD1 = 1128 N \), and \( TD2 = 480 N \) Then:

\[ WD = 1128N + 480N = 1608 N \]

\[ WE = TE1 + TE2 \]

Where:

\[ T = (TE1 - T)E2R \]
\[ 35669N.mm = (TE1 - T)E2127mm \]
\[ (TE1 - TE2) = 35669 \]
\[ 280 N \quad \text{......... (10)} \]

\[ 2.3 \log \left( \frac{1}{2} \right) = \mu \cdot 0.87\pi \theta = 0.3 \times \]

\[ 2 = 0.826 \]

\[ \log \left( \frac{1}{2} \right) = 0.8 \]
\[ 0.8 \]
\[ 26 = 0.3 \]
\[ 59 = 2 \]

\[ \text{...... ...(11)} \]

From equation \( i \) and \( ii \), obtained:

\( TE1 = 498 N \), and \( TE2 = 218 N \) Then:
\[ WE = 498N + 218N = 716N \]

\[ W_{total} = WC + WD + WE = 1608 + 716 + 2618.3 = 294.3N \]

\( b) \) bending moment

![Diagram showing forces and moments](image)

- \( RA = (1608 \times 260) + (294.3 \times 90) - (716 \times 90) \times 180 \)
  \[ = 380 \times 127. = 211.82N \]
  \[ \frac{180}{180} = 215.27kg \]

- \( RB = (716 \times 270) + (294.3 \times 90) - 80 \)
  \[ = (1608 \times 1167 = 506.48 \times 51.62 kg N = 180 \]

\( o \) point A bending moment \((MA)\) and B \((MB)\) \(MB = MA = 0\)

\( o \) point C bending moment \((MC)\)
  \[ MC = RA \times 90mm = 215.27kg \times 90mm = 19374.3kg.mm \]

\( o \) point D bending moment \((MD)\)
  \[ MD = RB \times 80mm = 51.62kg \times 80mm = 4129.6kg.mm \]

\( o \) point E bending moment \((ME)\)
  \[ ME = RA \times 90mm = 215.27kg \times 90mm = 19374.3kg.mm \]

So the maximum moment \((M)\) is \(ME = 19374.3 kg.mm\)

6. shaft material S30C,
   \( aB = 48 \text{ kg/mm}^2 \ Sf1 = 6.0, \ Sf2 = 2.0 \)

7. permissible bending stress \(\sigma_a\)
   \[ = \frac{1.2}{48} \]
   \[ = 6.0 \times 2.0 = 4 \text{ kg/mm}^2 \]

8. bending correction factor \((Km)\) and torsion \((Kt)\)

   \( Km = 1.5, Kt = 1.0 \)
9. Specifies the shaft diameter \((ds)\)
\[
\begin{align*}
  d &\geq \left[\frac{51}{1024} \sqrt{(K\cdot M)^2 + (K\cdot T)^2}\right]^{1/3} \\
  &\geq \left[\frac{51}{4} \sqrt{(1.5 \times 19374.3)^2 + (1.0 \times 3636)^2}\right]^{1/3} \\
  &\geq 33.42\text{mm} \to 34\text{ mm (dibulatkan)}
\end{align*}
\]

In this scheme 1½in been shaft diameter (38.1mm) for adjusting the shaft in the market.

4.3 bearing
In this scheme used pillow blockunits with the following specifications:
- Housing number:p20
- Bearing number:UC 208-24
- Shaft diameter \((d):1\frac{1}{2}\ in\)

4.4 Flywheel
1. Angle Speed Flywheel \((\omega)\)
\[
\omega = \frac{2 \cdot \pi \cdot n}{60} = \frac{2552}{60} = 57.8 \text{ rad/s}
\]

2. Moment of Inertia Flywheel \((I)\)
\[
I = mr^2 = 30 \times (0.22)^2 = 1.452 \text{ kg m}^2
\]

3. Kinetic Energy Flywheel
\[
E_k = \frac{1}{2} I \omega^2 = \frac{1}{2} \times 1.452 \times (57.8)^2 = 2426 \text{ joules}
\]

4.5 Data Testing Results
After the functional test, then test the performance of the power plant. Here are the results of testing with loading.

Table 1. Result testing by giving load

<table>
<thead>
<tr>
<th>Beban (watt)</th>
<th>Tegangan output generator (volt)</th>
<th>Putaran generator (rpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>215</td>
<td>1607</td>
</tr>
<tr>
<td>20</td>
<td>212</td>
<td>1590</td>
</tr>
<tr>
<td>40</td>
<td>206</td>
<td>1568</td>
</tr>
<tr>
<td>60</td>
<td>200</td>
<td>1550</td>
</tr>
<tr>
<td>90</td>
<td>197</td>
<td>1535</td>
</tr>
<tr>
<td>115</td>
<td>192</td>
<td>1529</td>
</tr>
</tbody>
</table>
When generator given load, round decreased, resulting in a voltage generator that produced also declined. In addition, the battery charging current is also unstable due to the voltage generated by the generator decreases resulting in the battery voltage also decreases. This can cause the battery runs out of power so that the plant can not be used in a long time.

5. Closing Conclusion

5.1 Conclusion

From the calculation and discussion, it was concluded as follows:

1. Specification or the diameter of the pulleys used are 203mm, 110mm, 254mm and 90mm, are connected by a belt-v type A with No. 49 and the belt-v type A with No. 56. Meanwhile, for the shaft used is S30C material shaft with 38mm diameter.
2. From the test results by providing load on the generator was found that the voltage and generator rotation decreases with increasing the applied load.
3. Electric power input by the electric motor is greater in comparison to the electric power output generated by the generator, so that the plant can not work in a long time.
4. Kecilnya efisiensi pembangkit ini caused by several factors diantaranya generator and electric motor efficiency is low and the battery charging load is too large so there is a balance between charging and konsunsi power from the battery to the electric motor.

5.2 Suggestions

Research and development of power generation is especially needed since there are many factors that can improve the performance of this power plant. Thus the authors have suggestions as follows:

1. Use of the generator with good efficiency is strongly recommended in order to improve the efficiency of this power plant.
2. It is advisable to use the electric motor driving with good efficiency and a higher round.
3. It is advisable to use a battery charging termator as a tool that can reduce the load generator.

References
