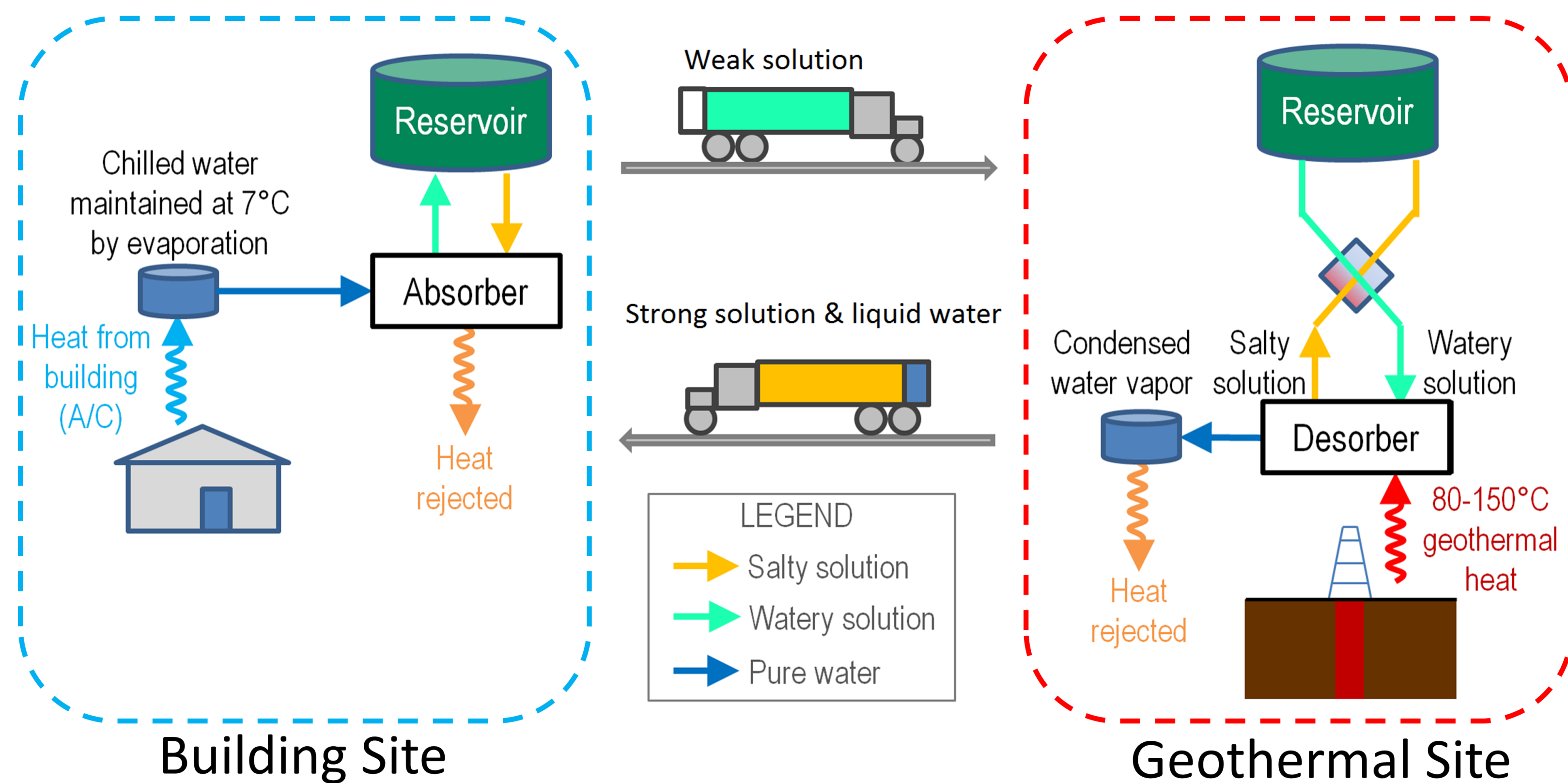


# Transporting Geothermal Heat to Condition Buildings

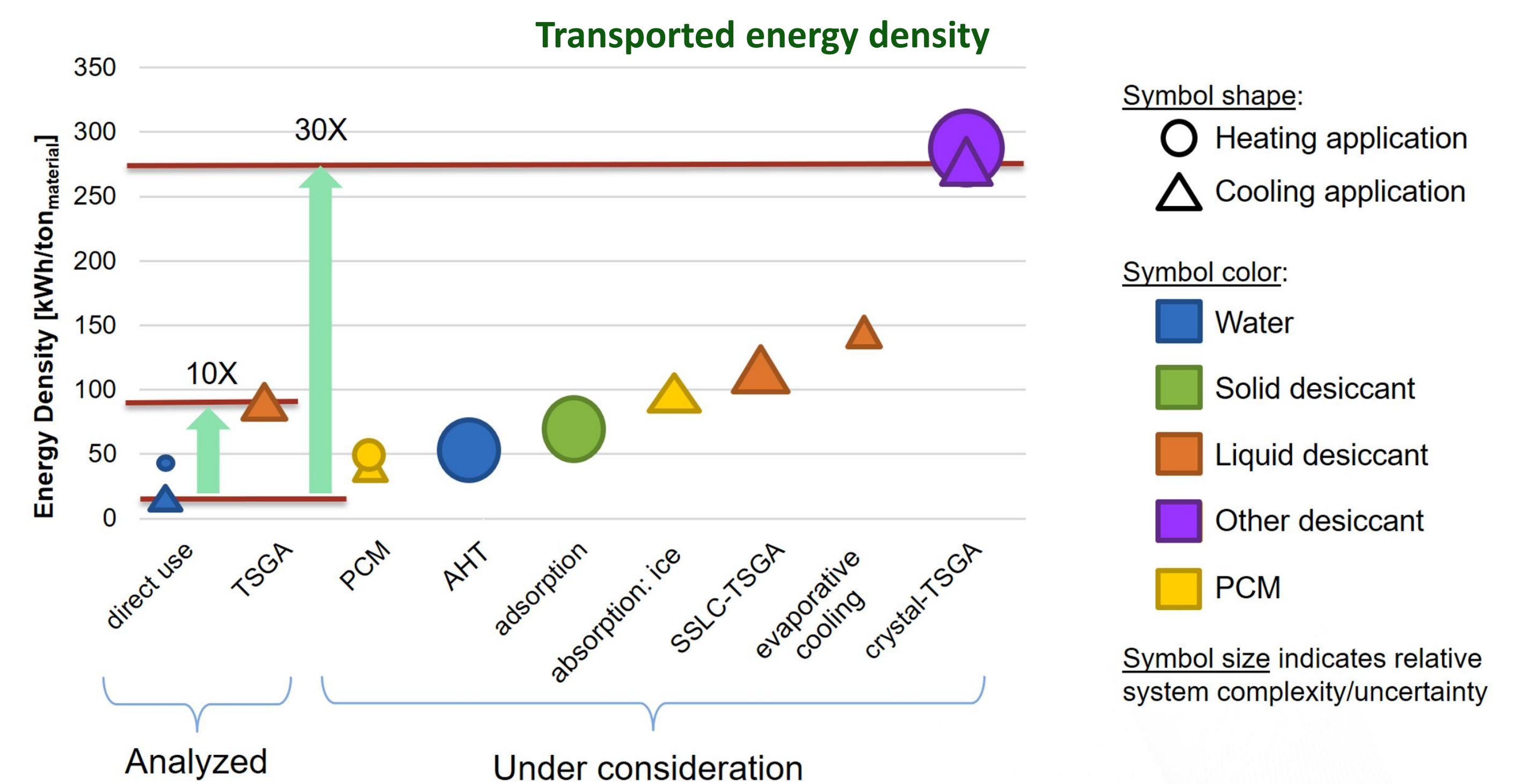
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## Introduction

- To overcome the barrier of distance between resources and demand, this project designs and evaluates innovative technologies to transport geothermal energy.
- A screening tool is being developed to quickly evaluate the economic performance of new technologies under user-defined geothermal resource and demands.
- 24% of U.S. primary energy is used for heating below 120°C (248°F), mostly met by electricity and natural gas.
- US low-temperature geothermal resources (<90°C/194°F) have potential to provide 42,600 MW<sub>th</sub> heat; less than 2% of this has been installed.
- In addition to hydrothermal resources, 25 billion barrels/year of geothermal fluid (mostly water) at 80–150°C are co-produced at oil and gas wells in the US (DOE 2015).

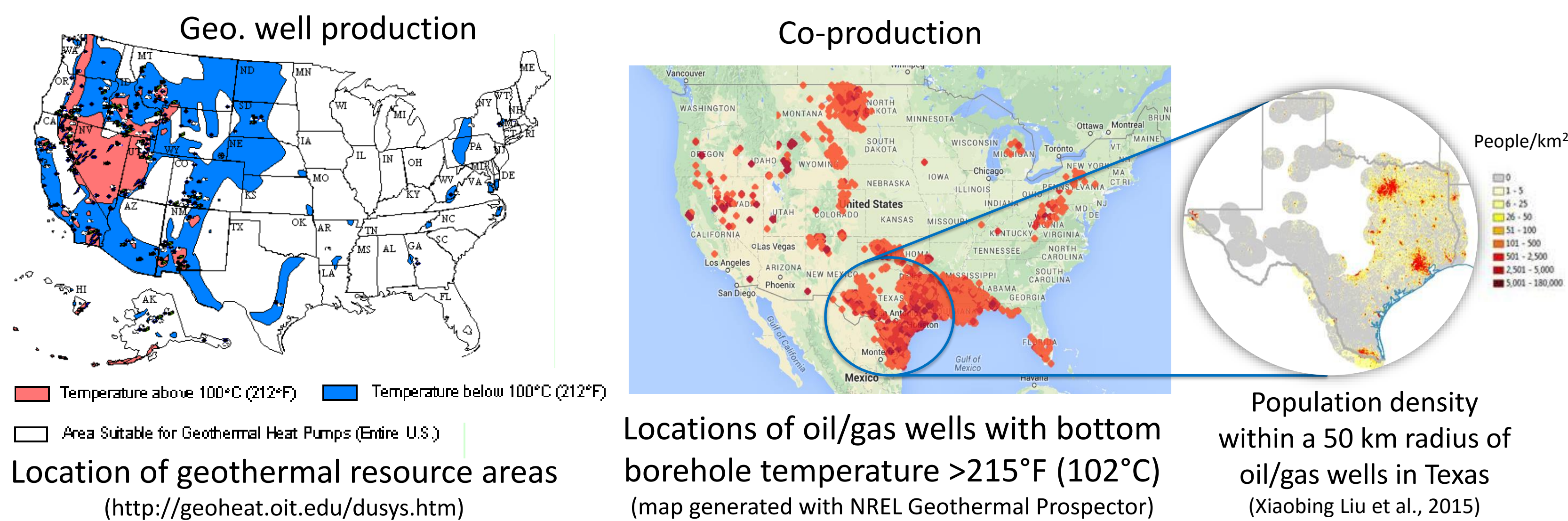


## Highlights

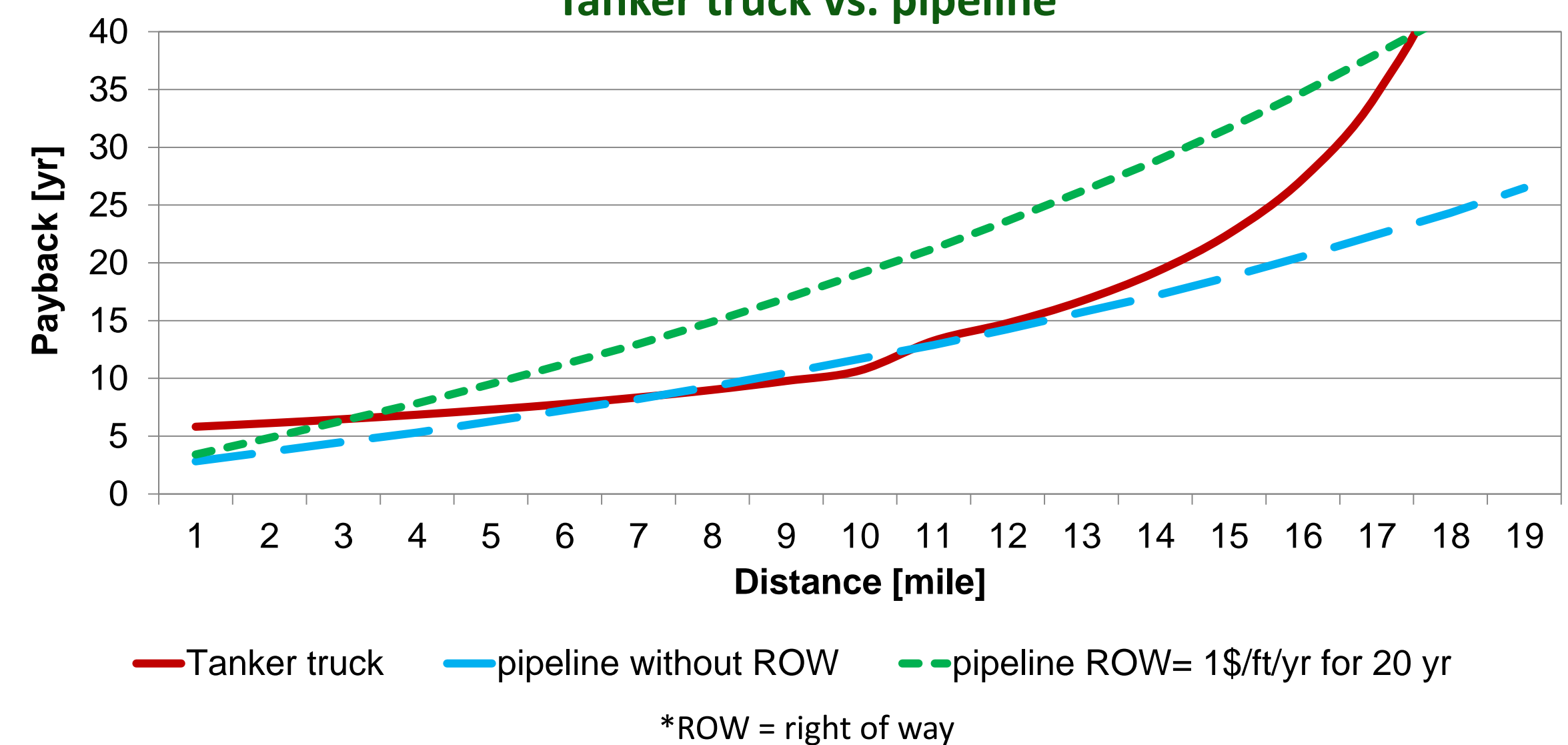


## Method

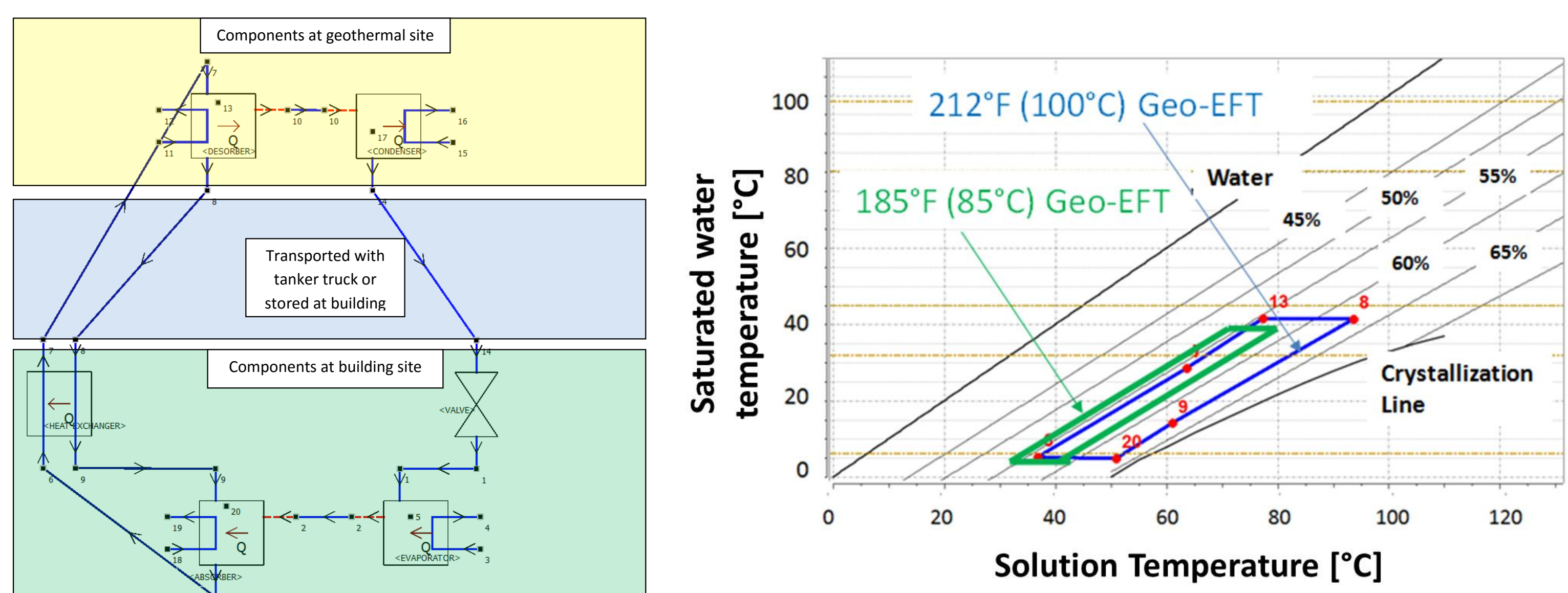
- Review available low-temperature geothermal resources



## Tanker truck vs. pipeline



- Design proposed system for target commercial buildings

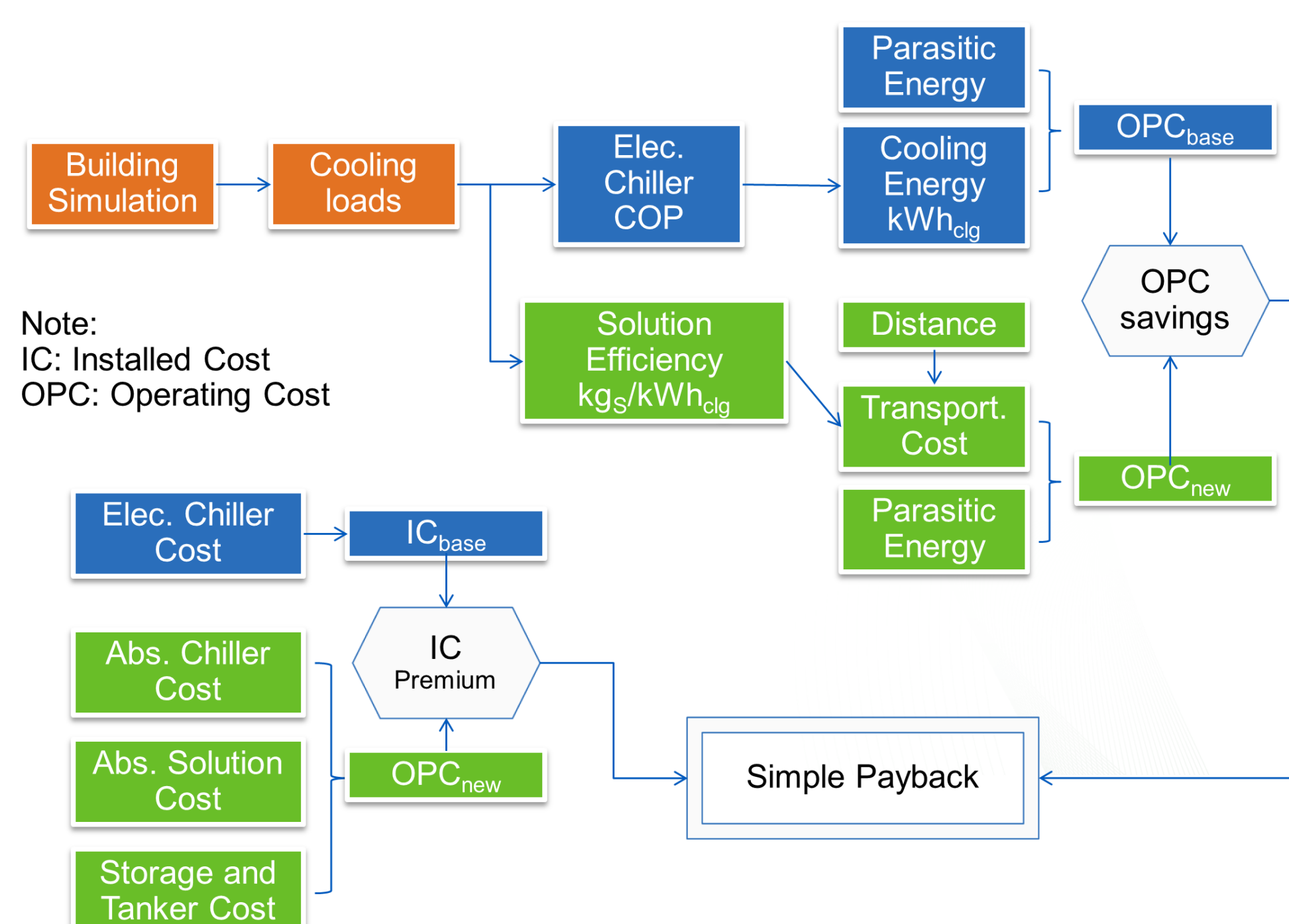


Design parameters determined with ORNL's SorpSim program

- Economic analysis

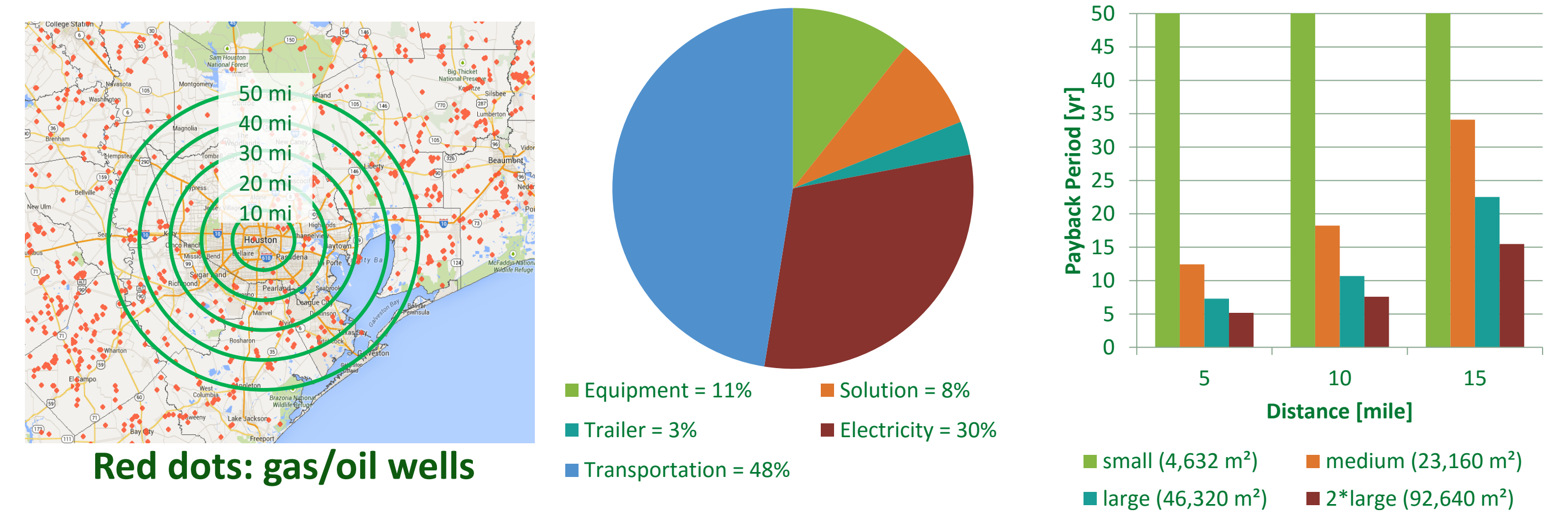
Key performance metrics:

- Simple payback period
- Cooling provided per unit primary energy consumed:
  - Transportation fuel
  - Electrical loads
- National/regional technical potential energy savings vs. baseline system



## Case Study Results

Case study of proposed system in Houston, TX office buildings: promising results



Technical challenges:

- Maintain vacuum at components
- Reduce required volume of absorption working fluid
- Design of two new semi-open, "half-absorption systems" (hardware, controls)
- Adapt to varying production and sparse distribution of geothermal resources

## Conclusions

- The proposed two-step geothermal absorption (TSGA) technology has potential to utilize low-temperature geothermal energy to provide space cooling to buildings at some distance from the geothermal resources.
- It can reduce fossil fuel consumption, peak electric demand, and avoid using refrigerants with high potentials for global warming and ozone depletion.
- Improving the transported energy density can reduce the transportation cost and stretch the viable distance.