Selective Catalytic Reduction of NO\textsubscript{x} with Diesel as Reductant

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Introduction

The selective catalytic reduction (SCR) of nitrogen oxides (NO\textsubscript{x}) under lean conditions using higher alkanes and fuels such as diesel as reductants has been found to be effective over catalytic systems such as silver on alumina [1, 2]. This type of hydrocarbon SCR is of special interest in diesel and lean-burn engines where the use of a foreign onboard storage reductant such as urea is an inconvenient solution.

We have reported the development of bifunctional catalysts based on metal-exchange zeolites coated with metal oxide phases at the nanoscale level [3, 4]. In the case of C\textsubscript{3}H\textsubscript{6}-SCR, the application of the oxide coating lowers the NO reduction temperature by approximately 100-150°C. These novel materials also show higher activity under wet feeds. It was concluded that the catalyst is able to lower the temperature of oxidation of NO to NO\textsubscript{2}, matching it to that of the activation of the light hydrocarbon. Since kerosene fuels activate and coke at relatively low temperatures, it was thought that the coated CeO\textsubscript{2}/Cu-ZSM-5 system could be active for diesel SCR. Results of deNO\textsubscript{x} studies over this catalyst using middle-distillate fuels as reductants will be presented in this talk.

Materials and Methods

Cerium oxide was added to partially exchanged Cu-ZSM-5 by incipient wetness impregnation of a nanoparticle sol, dried and calcined at 500°C. A microscale plug flow reactor was used to test the catalyst activity. Gas flow rates were controlled to achieve nominal gas concentration of 2-8% O\textsubscript{2} and 1000 ppm NO in balance He at 100 cc/min. The introduction of fuels (gasoline, JP-8, diesel, aromatic liquids) and water (when used) into the feed was controlled through syringe pumps to achieve different fuel penalty levels (2-10%) and a 10% H\textsubscript{2}O concentration in the feed. The sample mass was typically 150 mg, diluted up to 2 g using SiC. A clamshell furnace was used to maintain reaction temperatures between 150 and 600 °C. The NO and NO\textsubscript{2} concentrations were monitored on-line with a California Analytical Instruments Model 400-HCLD Chemiluminescence NO/NO\textsubscript{x} analyzer. An on-line GC was used to analyze the other components of the effluent gas stream such as N\textsubscript{2}, O\textsubscript{2}, CO, CO\textsubscript{2}, N\textsubscript{2}O, hydrocarbons and water.

Results and Discussion

The CeO\textsubscript{2}/Cu-ZSM-5 system shows significant activity for NO to N\textsubscript{2} conversion when diesel fuels are used as reductants (Figure 1). The unusual enhancement in activity observed in C\textsubscript{3}H\textsubscript{6}-SCR by the addition of water to the feed is also observed with this type of reductant. Unlike the C\textsubscript{3}H\textsubscript{6} system, however, the middle distillate fuels increase the temperature window of activity while exhibiting no NO\textsubscript{2} breakthrough.

In situ XANES shows that a controlling factor in the catalyst is the ratio of Cu\textsuperscript{2+} to Cu\textsuperscript{1+} (Figure 2). At the optimal temperature (350°C) this ratio is nearly 1. No evidence of Cu\textsuperscript{0} is observed at reaction temperatures as high as 500°C.

Significance

The use of a slip of fuel as reductant for NO\textsubscript{x} abatement in diesel and lean-burn engines is an attractive alternative to adding an onboard storage reductant as in the case of NH\textsubscript{3} or light hydrocarbon SCR.

References


Research funded by the US Department of Energy, Division of Energy Efficiency and Renewable Energy. Argonne National Laboratory is operated for the U.S. Department of Energy by UChicago Argonne LLC under contract DE-AC02-06CH11357.