



NOx Adsorber Catalysts: Sorption, Regeneration, and DeSulfation

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SCONOx™ Catalyst Chemistry

SCONOx™ Operation is Cyclic

(1) Sorption Period: Oxidation/Capture Occurs

- $2 \text{NO} + \text{O}_2 + \text{Pt} + \text{K}_2\text{CO}_3 \text{----> KNO}_2 + \text{KNO}_3 + \text{Pt} + \text{CO}_2$
 - $2\text{NO}_2 + \text{K}_2\text{CO}_3 \text{--> KNO}_2 + \text{KNO}_3 + \text{CO}_2$
 - $2\text{NO}_2 + 1/2 \text{O}_2 + \text{K}_2\text{CO}_3 \text{--> 2KNO}_3 + \text{CO}_2$
 - $3\text{NO}_2 + \text{K}_2\text{CO}_3 \text{--> 2KNO}_3 + \text{CO}_2 + \text{NO}$

(2) Regeneration Period: Reduction/Reactivation

Reduction with Hydrogen [Efficient at Temperatures As Low As 150°C]:

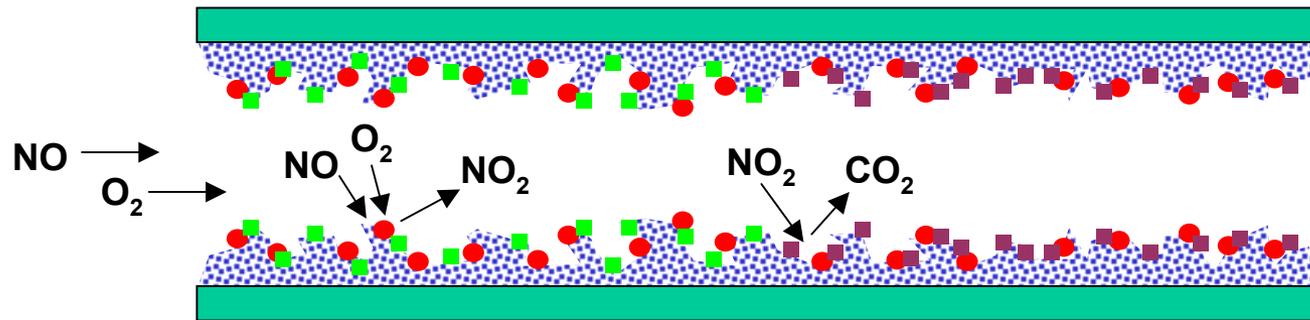
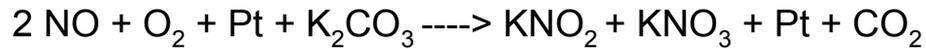
- $\text{KNO}_2 + \text{KNO}_3 + \text{Pt} + 4 \text{H}_2 + \text{CO}_2 \text{----> 2 KOH} + \text{N}_2 + \text{CO}_2 + \text{Pt} + 3 \text{H}_2\text{O} \text{----> K}_2\text{CO}_3 + \text{N}_2 + 4 \text{H}_2\text{O} + \text{Pt}$

Reduction with Hydrocarbons [Efficiency Dependent on Light-Off]:

- $\text{KNO}_2 + \text{KNO}_3 + \text{Pt} + \text{HC} \text{----> 2 KOH} + \text{N}_2 + \text{CO}_2 + \text{Pt} + \text{H}_2\text{O} \text{----> K}_2\text{CO}_3 + \text{N}_2 + 2 \text{H}_2\text{O} + \text{Pt}$

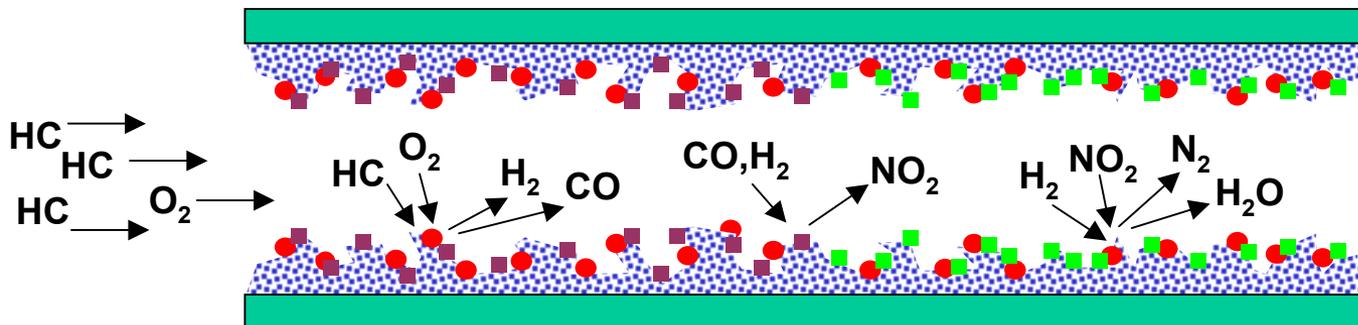
Chemistry in Catalyst Cell

•Sorption (Oxidizing Atmosphere)



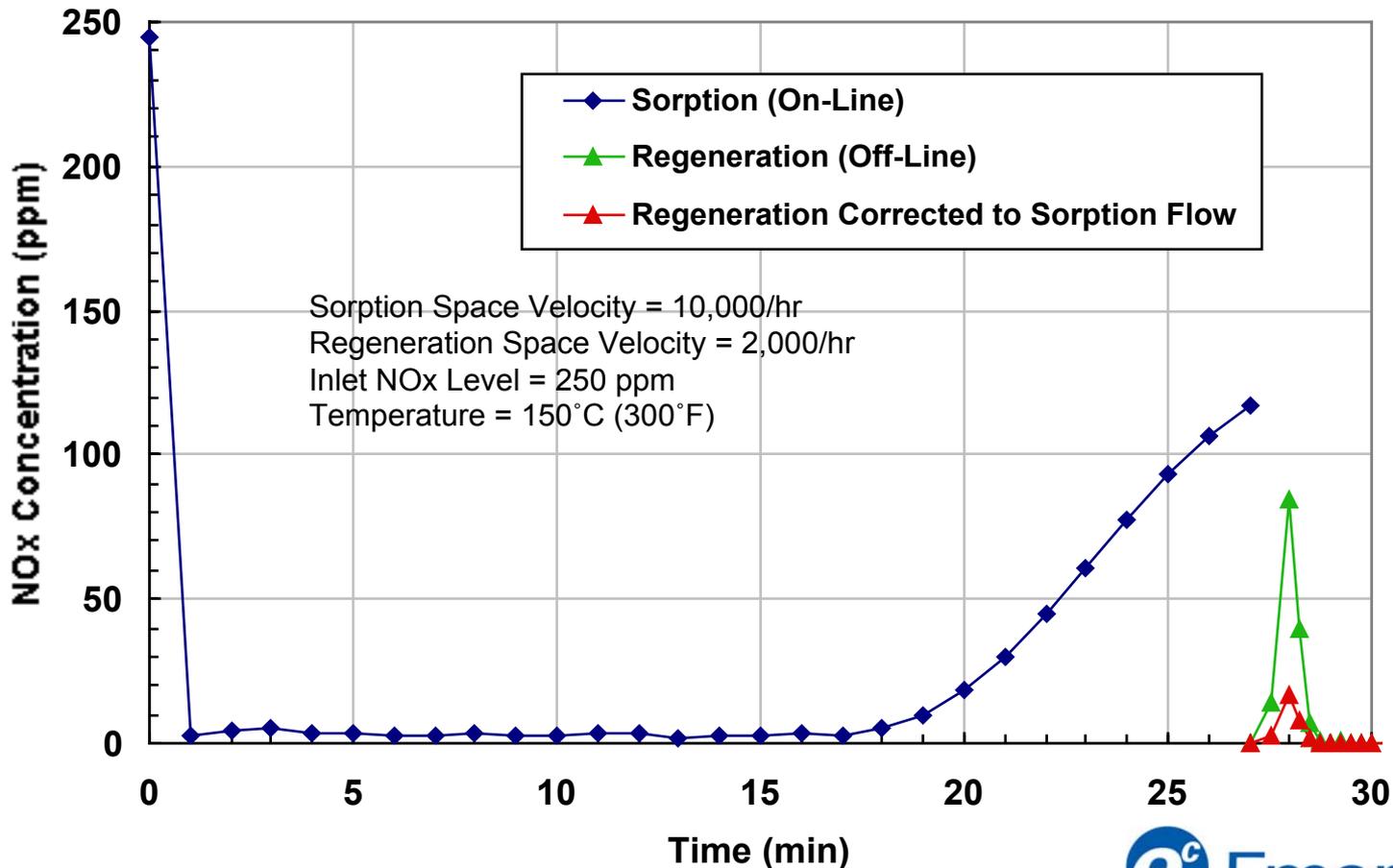
- Substrate
- Washcoat
- Pt
- $\text{KNO}_{2,3}$
- K_2CO_3

•Regeneration (Reducing Atmosphere)



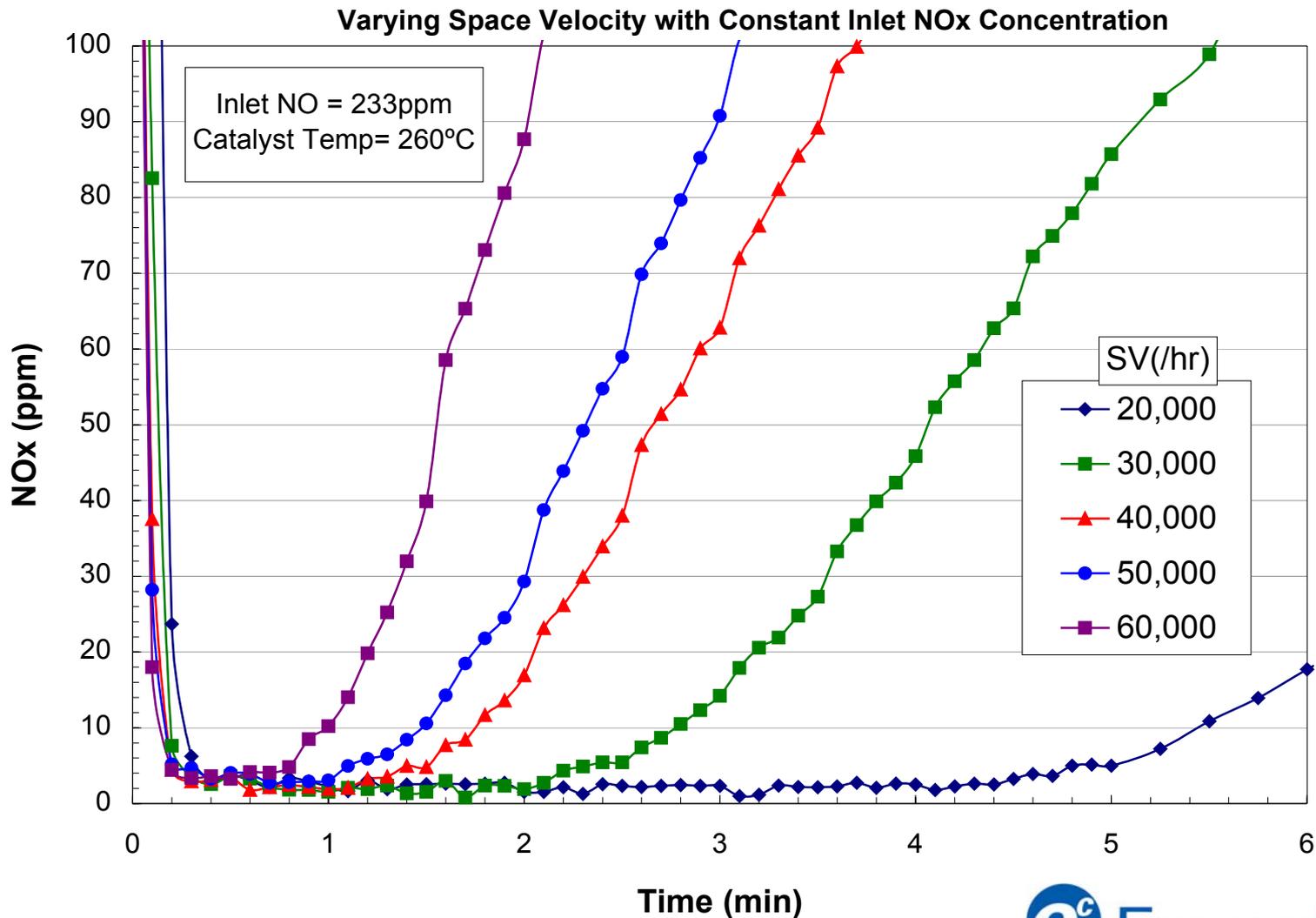
Bench Reactor Data: Sorption/Regeneration Cycle

- Simulated Exhaust Flowed Over Catalyst in Bench Scale Reactor
- Sorption Plot Shows Catalyst Site Saturation Beginning at 19 minutes
- Small “Puff” of NO_x is Emitted in Regeneration
- NO_x Conversion is a Function of Sorption Cycle Period



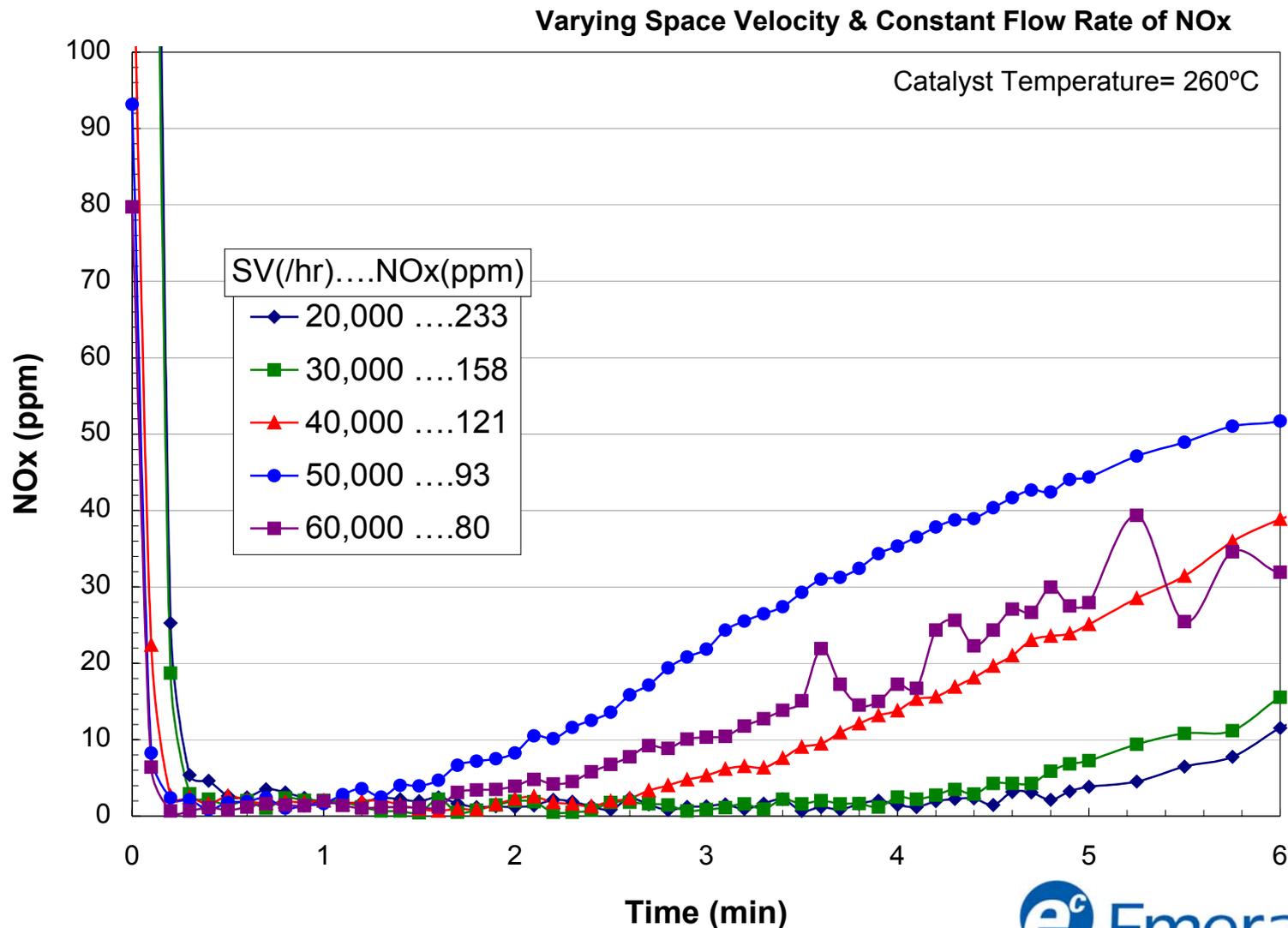
NOx Sorption: Varying Space Velocity

- Constant Inlet NOx Concentration; Varying Inlet NOx Mass Flow
- Conversion Efficiency High for SV of 60k/hr When Capacity Sufficient



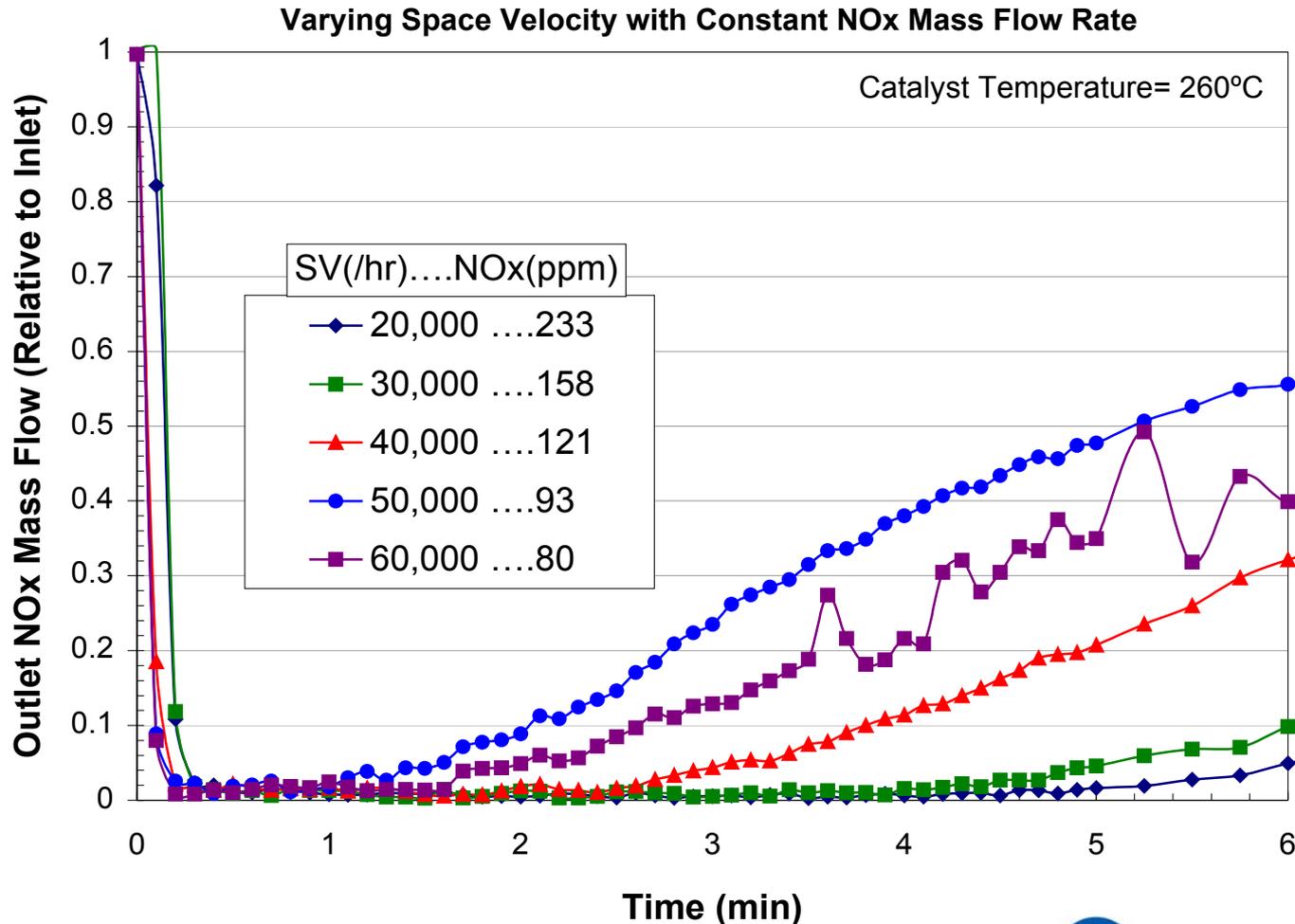
Varying Space Velocity with Constant Mass Flow

- Constant Inlet NOx Mass Flow; Varying Inlet NOx Concentration
- Sorption Profiles More Similar, But Variation Occurs



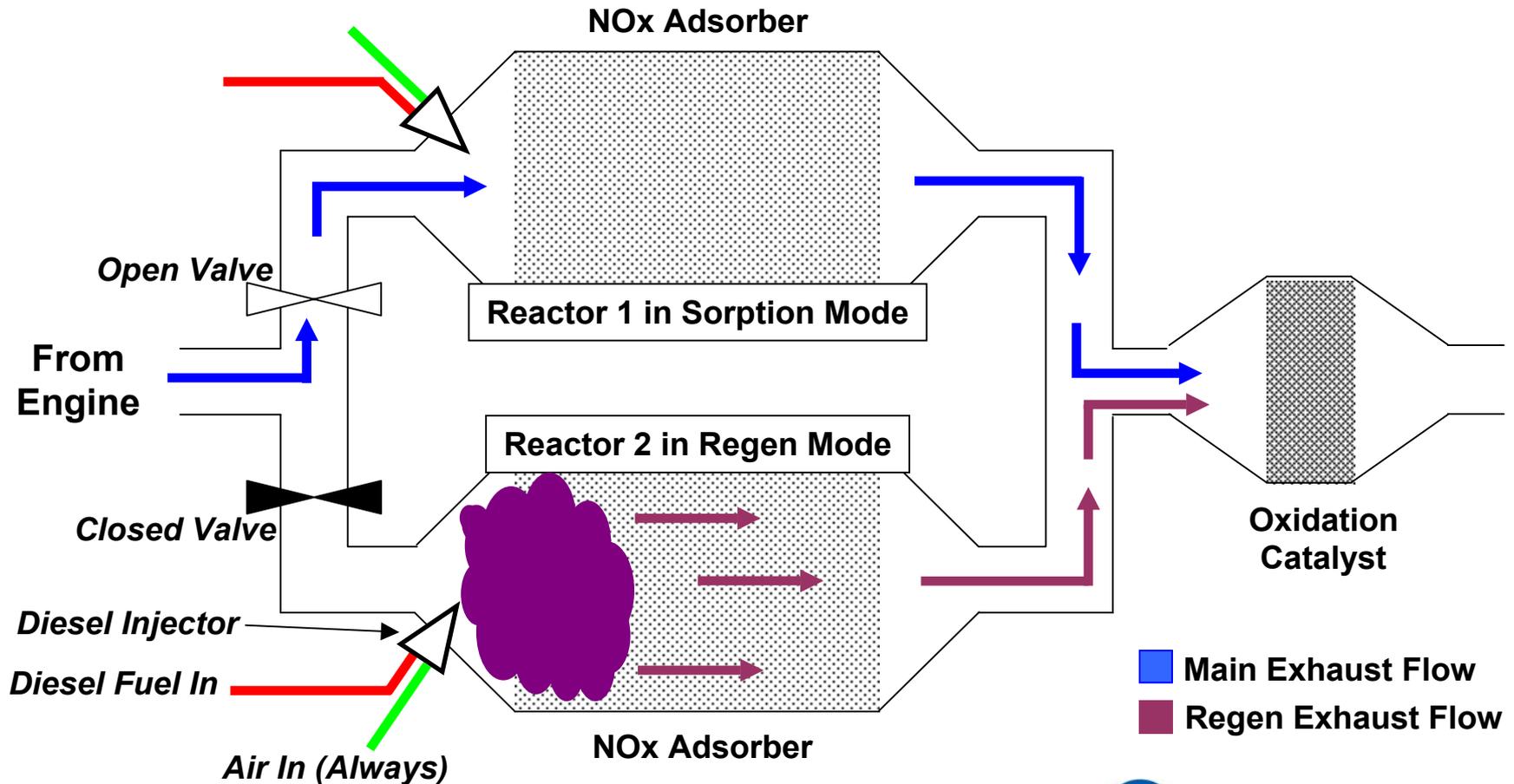
Data Normalized to Inlet NOx Mass Flow

- Same Data with Varying Space Velocity
- Variation in NOx Sorption Profile Still Evident
- Does NO_x → NO₂ Conversion and Pore Diffusion, etc. Cause Variation?



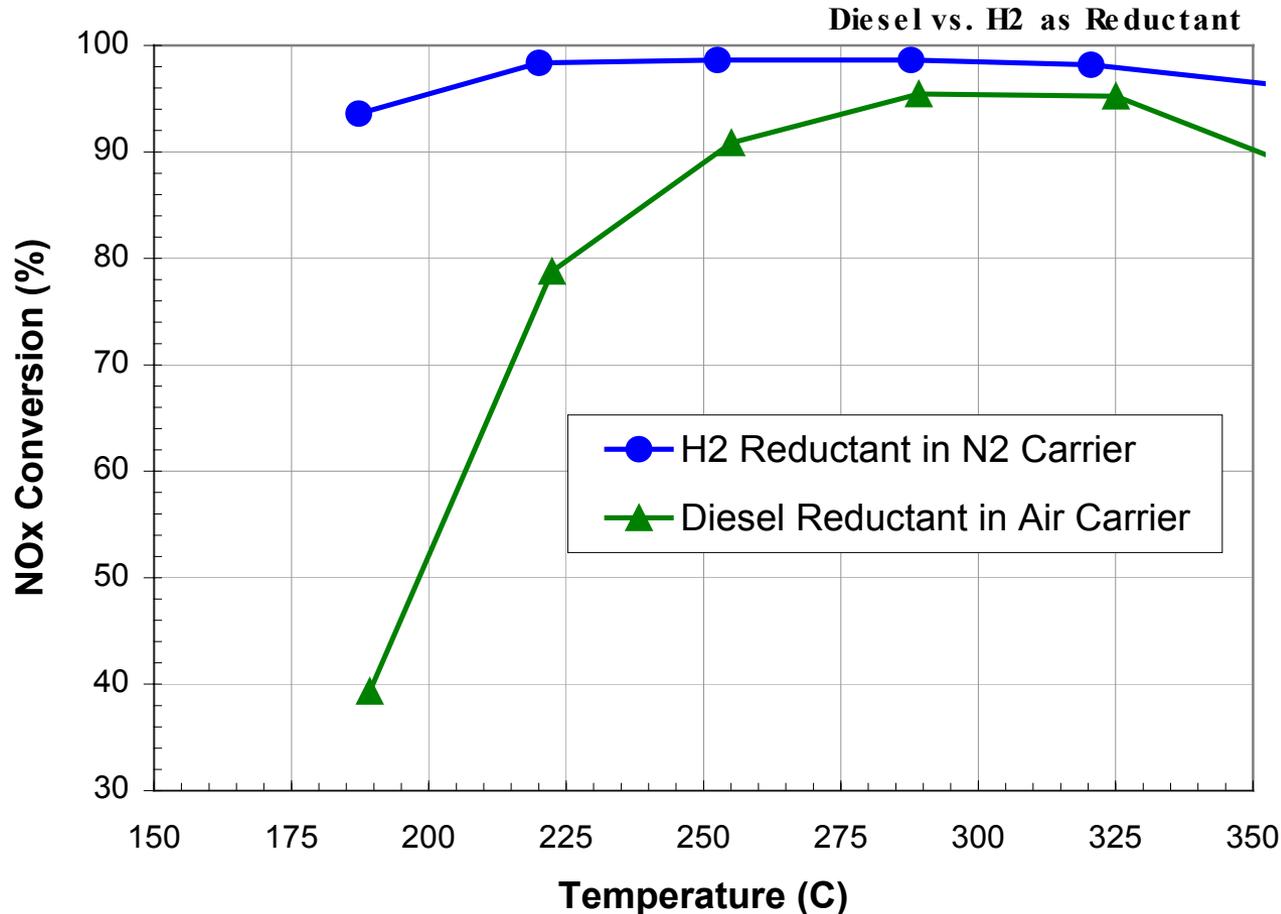
Regeneration in Diesel Applications

- **Net-Reducing Atmosphere Required for Regeneration**
- Diesel Fuel Reductant Delivered with Air-Assisted Injector
- Valve on Exhaust Decreases Exhaust Flow Through Catalyst During Regen
 - Lower Space Velocity Aids Flow Distribution and Reforming
 - Lower Flow Requires Less Fuel to Combust Lower O₂ Mass Flow



Low Temp Performance: Reductant Efficiency

- NOx Sorption Efficiency a Function of Regeneration Efficiency
- Diesel More Effective when Combusted/Reformed to Lighter Reductants



Control of Sulfur

- **Sulfur Masks Catalyst and Degrades NOx Performance**
 - **Sulfates are Thermodynamically Preferred Over Nitrates or Carbonates on Catalyst**

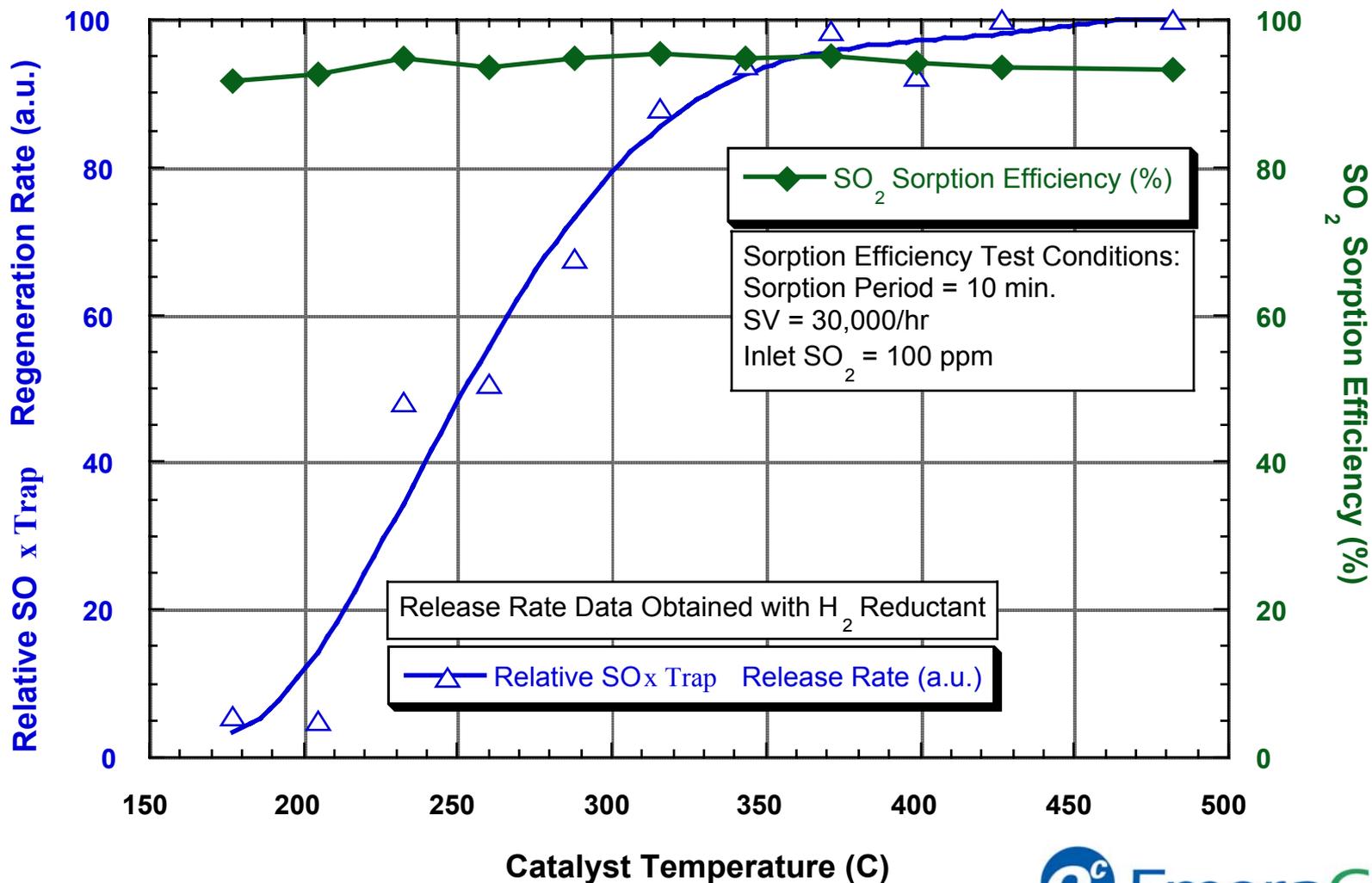
- **Control of Sulfur is Critical to Success of NOx Adsorber:**
 - **Fuel/Lub Sulfur Reduction**

 - **Sulfur “Traps” Can Protect Downstream NOx Adsorber**
 - (1) Regenerable Traps Can Be Cleaned from Sulfur On-Line
 - SCOSOx™ Releases Sulfur as SO₂
 - (2) High Capacity Sulfur Traps Can Be Serviced

 - **DeSulfation** of NOx Adsorbers Removes Sulfur from Catalyst and Recovers NOx Performance

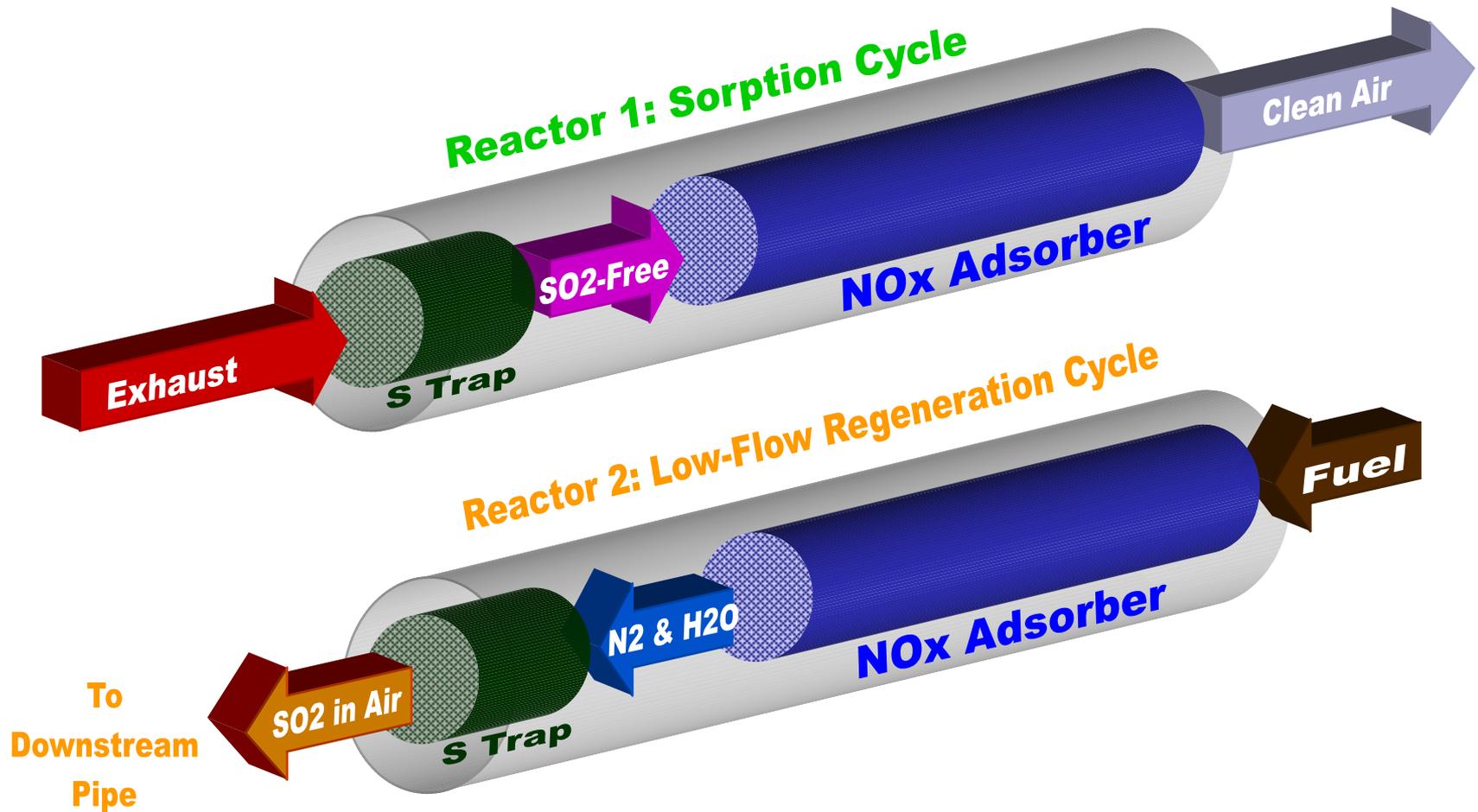
Regenerable S Trap Temperature Performance

- Bench Flow Reactor Data Shown
- SO₂ Sorbed Efficiently Over Wide Temperature Range
- SO₂ Release is Best at Temperatures > 250 C



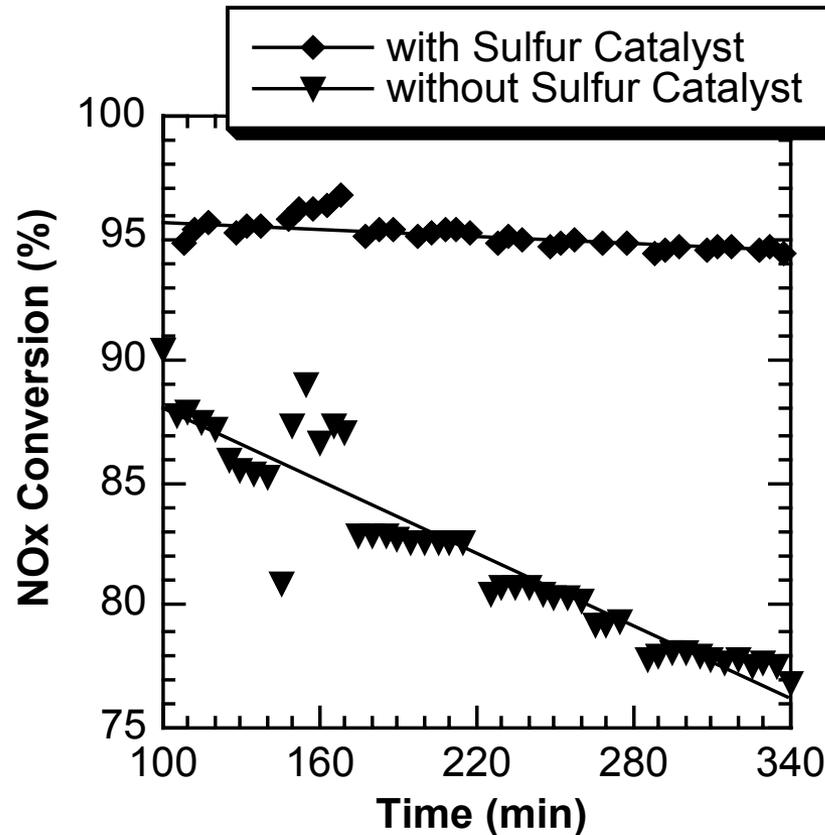
Catalyst Geometry for Regenerable S Trap

- Dual-Chamber Design Enables Efficient Regeneration Control
- Reverse Flow During Regeneration Prevents S Contact w/ NOx Adsorber
- Released SO₂ Dumped in Exhaust Downstream



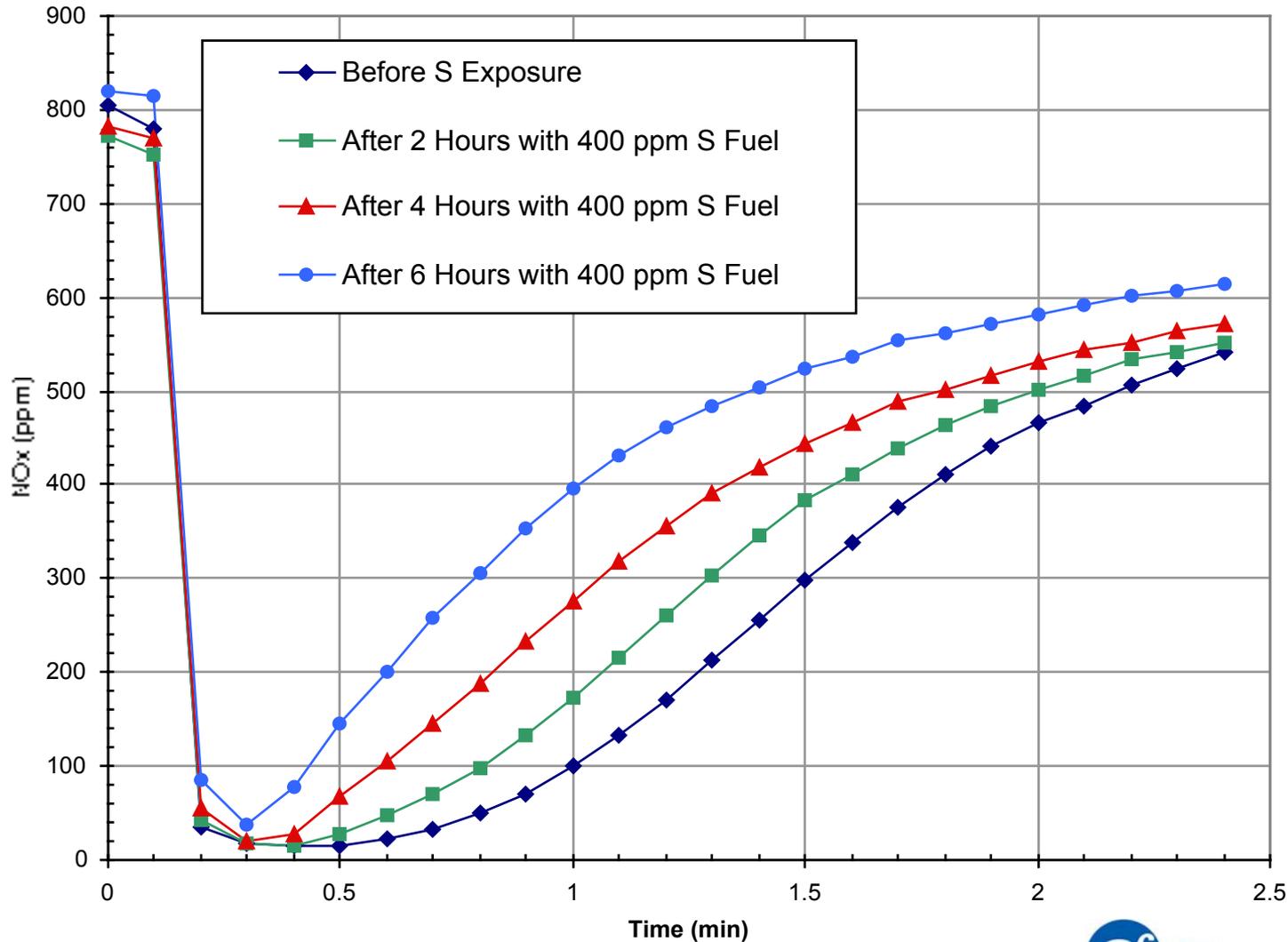
Regenerable Sulfur Trap (Engine Test)

- Regenerable Sulfur Trap Used Upstream of NOx Adsorber Catalyst
- Released SO2 Dumped Downstream of NOx Adsorber



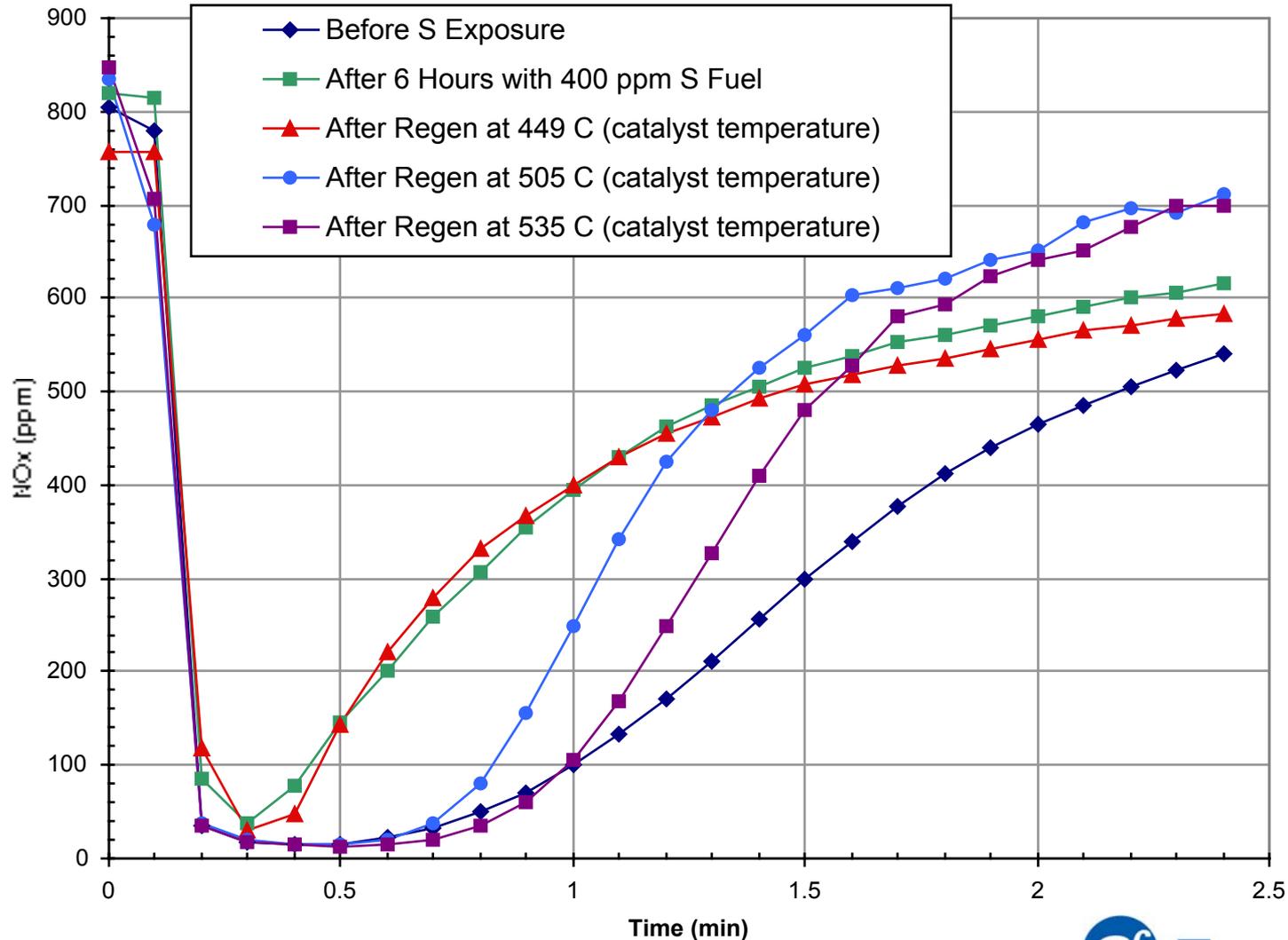
Sulfur Fills Sites and Decreases NOx Capacity

- Data Obtained at 310°C Exhaust Temperature
- Exposure to Sulfur Decreases Catalyst NOx Performance



NOx Capacity Recovered During DeSulfation

- Degree of NOx Capacity Recovery Dependent on Temperature
- Profile of NOx Sorption Differs After deSulfation



Analysis of NOx Capacity Recovery

•NOx Sorption Profile Difference Before Sulfur and After DeSulfation Results in Different NOx Capacity Recovery

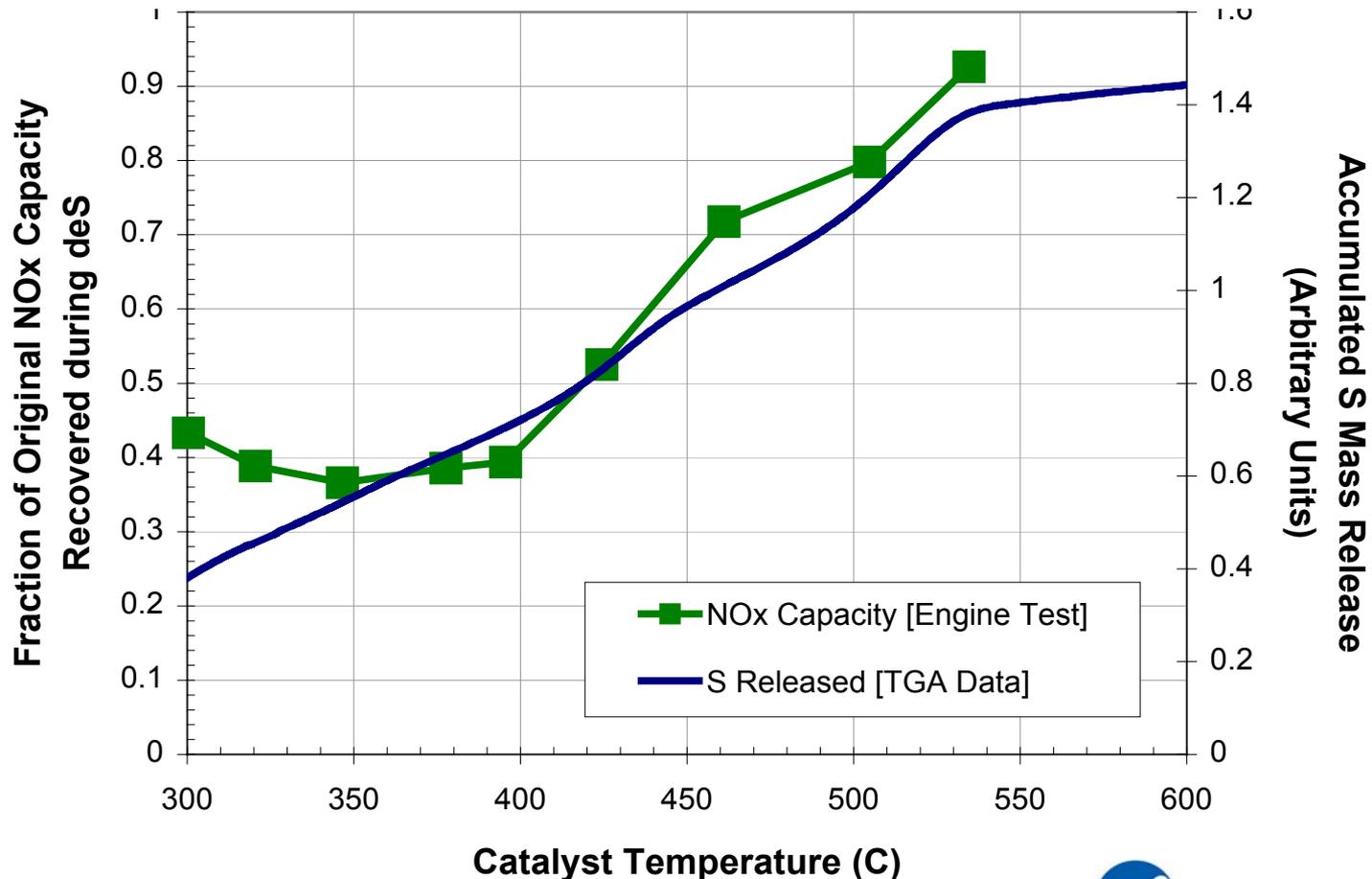
•NOx Capacity for Full 2.5 min. of Sorption Cycle was not Completely Recovered

•NOx Capacity During 1.0 min. Sorption Cycle was Completely Recovered

Run	Analysis of Full 2.5 min. Cycle		Analysis From 0.2 to 1.2 min.	
	NOx Conversion	NOx Capacity (vol:vol)	NOx Conversion	NOx Capacity (vol:vol)
Before S Exposure	65.15%	0.456	92.62%	0.259
After S Exposure	45.53%	0.319	69.34%	0.194
After Regen at 449 C	42.90%	0.278	66.04%	0.171
After Regen at 505 C	50.51%	0.364	84.85%	0.245
After Regen at 535 C	56.61%	0.412	92.13%	0.268

deSulfation: S Release Recovers NOx Capacity

- Data from deSulfation Experiment on TGA and Engine Test Platform with NOx Adsorber Catalyst Shows that deSulfation (TGA Data) Corresponds with NOx Capacity Recovery (Engine Data)
- deSulfation Occurs in Temperature Range of 400 to 550°C



Non-Steady-State Processes of NOx Adsorber

Sorption

- >99% NOx Removal Prior to NOx Saturation
- NOx Storage Sites Continually Being Filled During Sorption Process

Regeneration

- Diesel Fuel Demonstrated as Reductant Source
- Combustion, Reforming, Site-Reduction, and NOx Reduction All Occur on Catalyst During Regeneration
- Fast Kinetics of Regen Process Facilitate Rapid Regen Process in Diesel Application

DeSulfation

- Sulfur Masks Catalyst Ability to Remove NOx
- DeSulfation Renews Catalyst's Ability to Remove NOx
- DeSulfation Process is Current Main Area of Focus
 - Thermal Dependence
 - Kinetics
 - Repeatability