



Development of a Durable Low-Temperature Urea-SCR Catalyst for CIDI Engines

by

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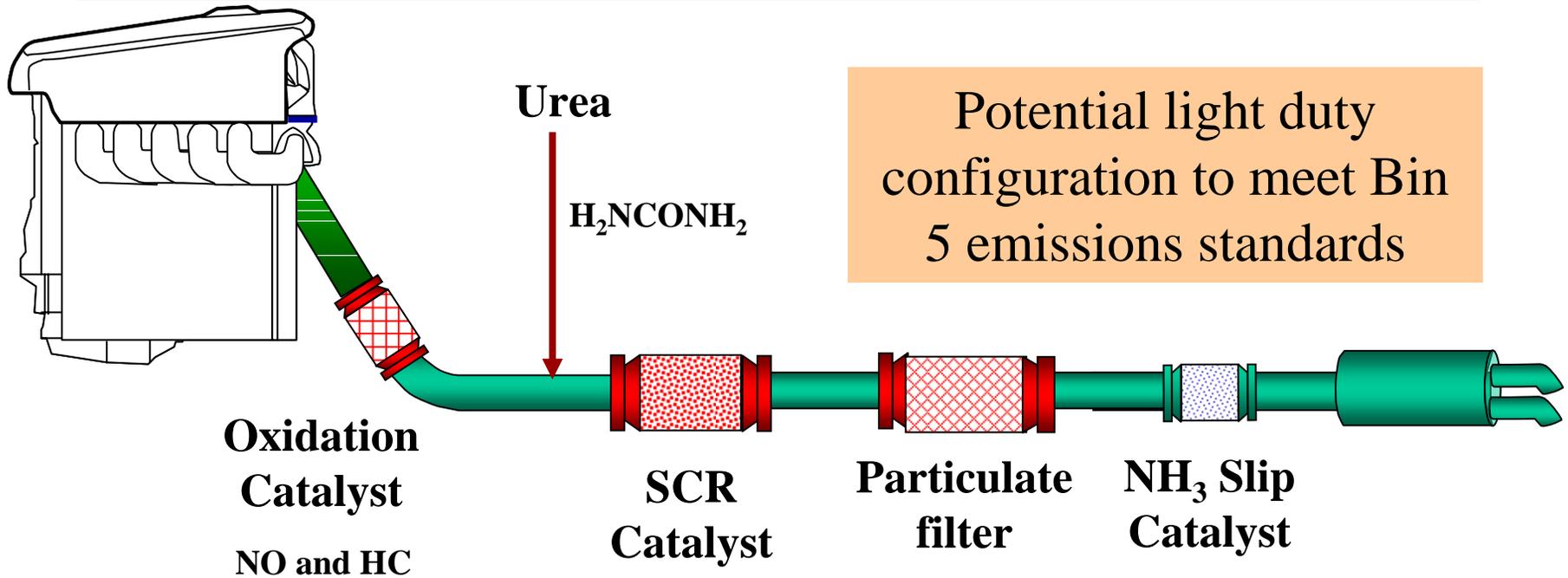
Diesel Engine Emission Reduction Conference
Coronado, CA—Aug. 29 – Sep. 2 2004



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Diesel Emissions Control

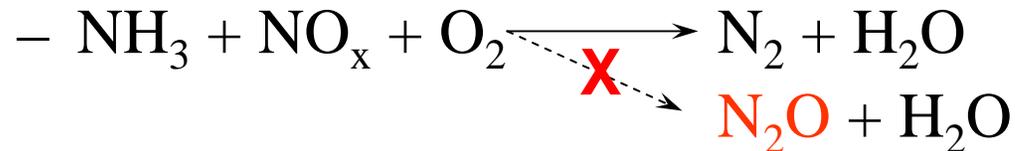


Take advantage of faster kinetics to increase conversion and expand temperature window

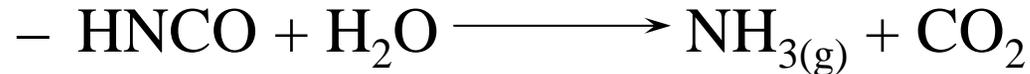
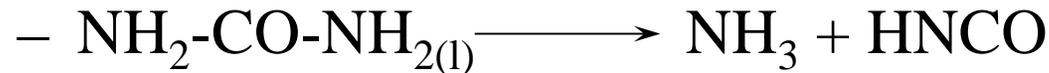


Catalyst Development Issues

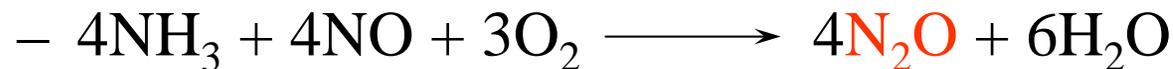
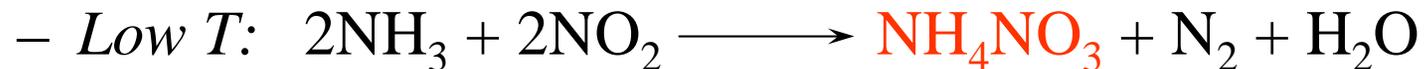
- High Selectivity



- Urea Decomposition to NH_3



- Minimize Competing Reactions





Typical Experimental Conditions

| | |
|-------------------------|----------------|
| Temperature (°C) | 450-125 |
| NO (ppm) | 280-175 |
| NO ₂ (ppm) | 70-175 |
| NH ₃ (ppm) | 350 |
| O ₂ (%) | 14 |
| CO ₂ (%) | 5 |
| H ₂ O (%) | 4.6 |
| GHSV (h ⁻¹) | 30,000-140,000 |

20% NO₂
simulates
cold-start
conditions

- NH₃:NO_x in the feed is 1:1
- Powder catalysts diluted 1:1 with cordierite
- 450 – 125 °C decreasing, 30 minute isothermal holds
- NO_x conversion (%) defined as:
- N₂O selectivity (%) defined as: $N_2O / (N_2O + N_2)$

$$100 * \left(1 - \left[\frac{NO_{(out)} + NO_{2(out)}}{NO_{(in)} + NO_{2(in)}} \right] \right)$$



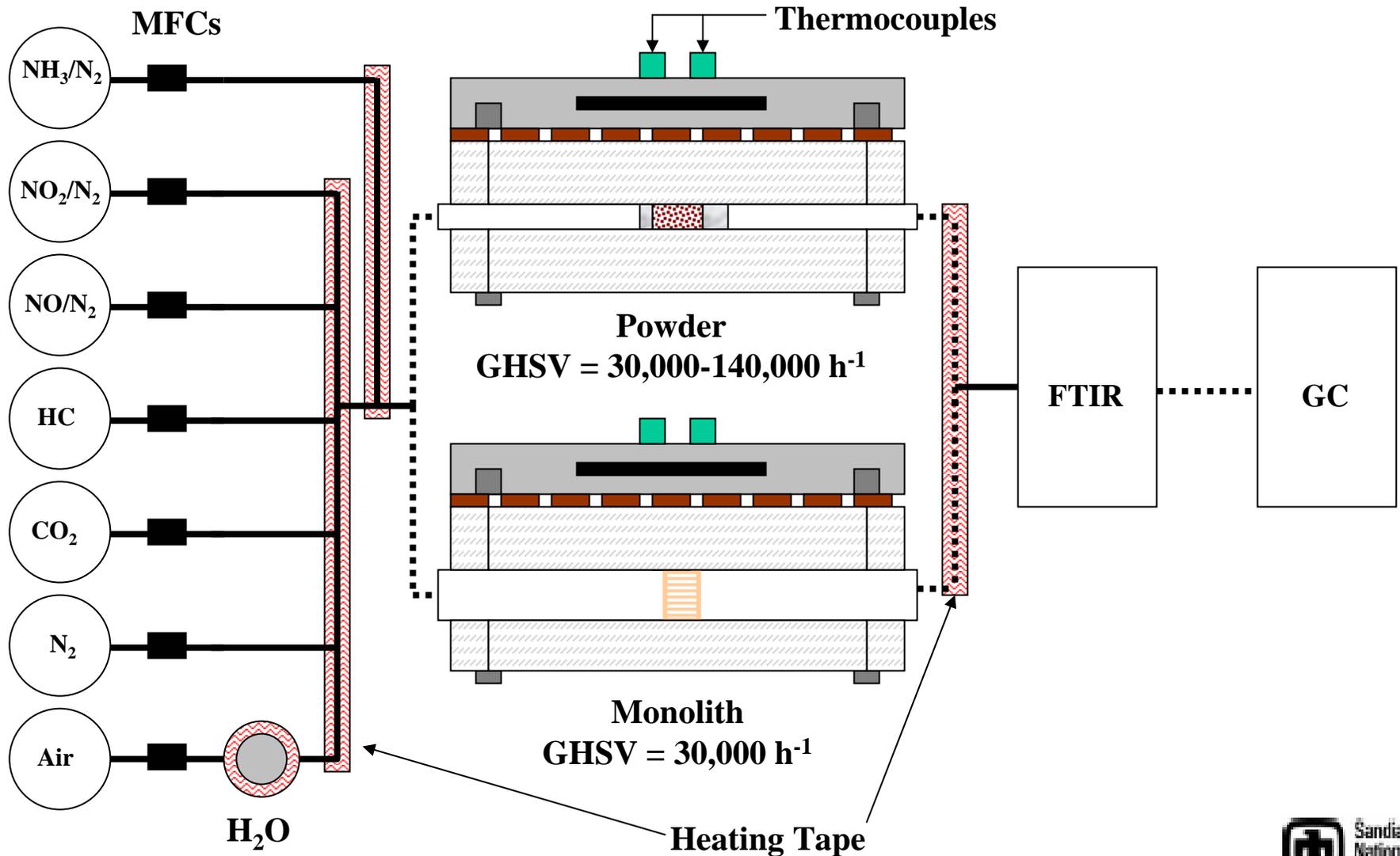
LEP Staged Testing Protocol

Catalyst performance evaluated:

1. Fresh, using stated typical experimental conditions
2. Fresh, as a function of NO:NO₂ ratio
 - 100% NO to 100% NO₂
3. After hydrothermal aging
 - 16 hours at typical experimental conditions at **600°C***, 700°C, and 800°C
4. After sulfur aging
 - 20 ppm SO₂ at **350°C*** or 670°C at typical experimental conditions (minus NH₃) for **24*** and 48 hours

* Items in **bold** represent minimum performance requirement

Experimental Apparatus





Hydrous Metal Oxide Synthesis

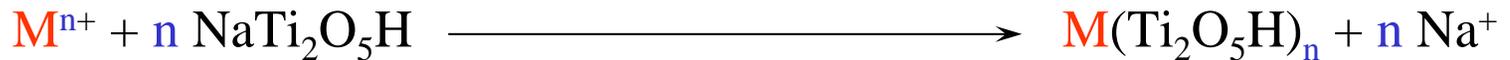
- Hydroxide Addition



- Hydrolysis



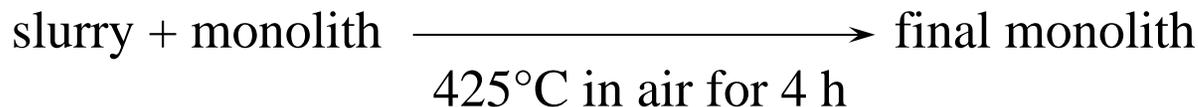
- Acidification and Ion Exchange



- Impregnation \longrightarrow incipient wetness (powder)

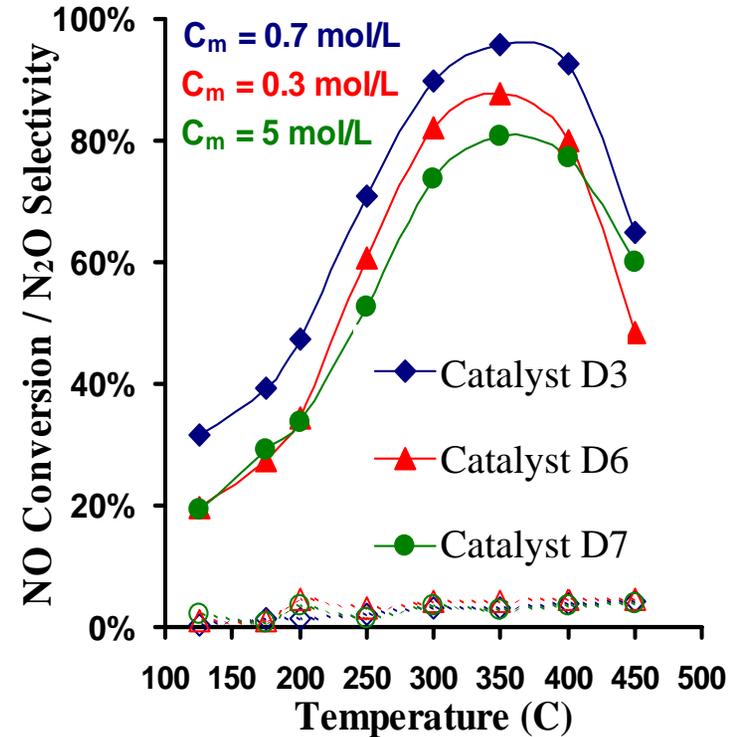
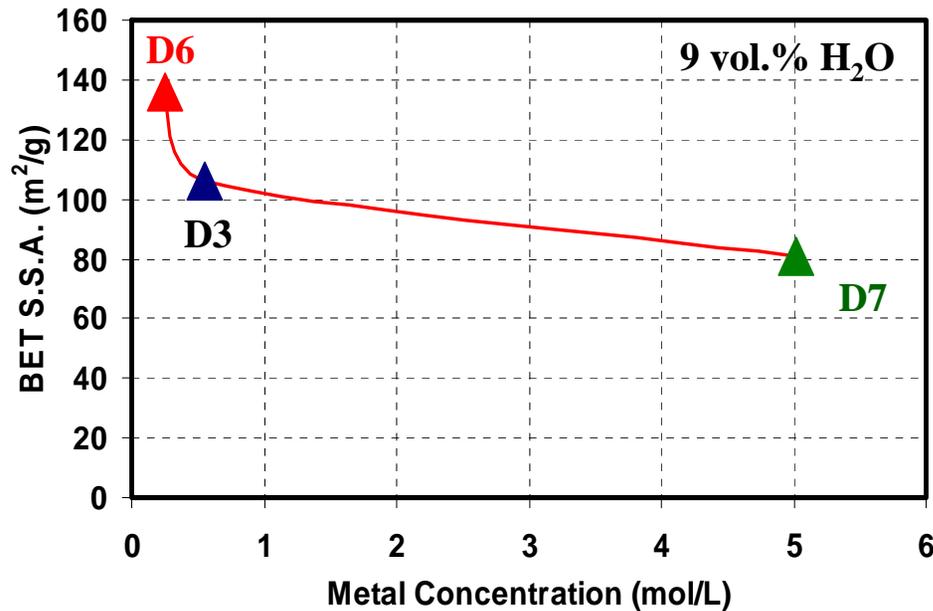
- Activation/Pretreatment (600°C in air for 4 h) \longrightarrow **Catalyst**

- Monolith



Effect of Synthesis Conditions on S.S.A.

BET S.S.A. of HTO:Si Metal Oxide Catalysts as a Function of Total Metal Concentration



- Less concentrated hydrolysis solution increases resulting surface area by 30%
- May be attributed to slower rate of hydrolysis from decreased metal concentration
- Similar results seen with supports only
- No linear relationship between catalytic activity and surface area
- All samples were calcined at 600°C in air and degassed at 400°C for 14 h

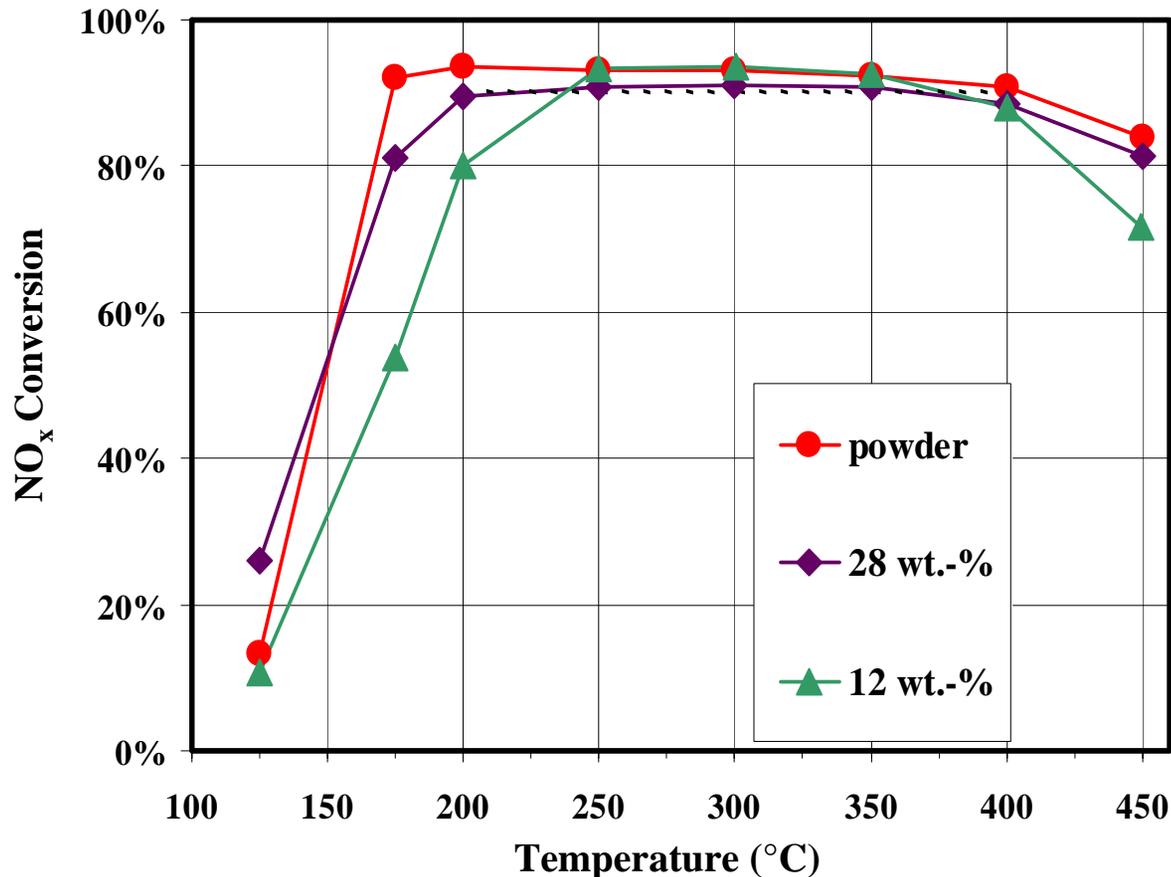
Powders

1:1

20% NO₂

140,000 h⁻¹

Comparison of Monolith and Powder Data

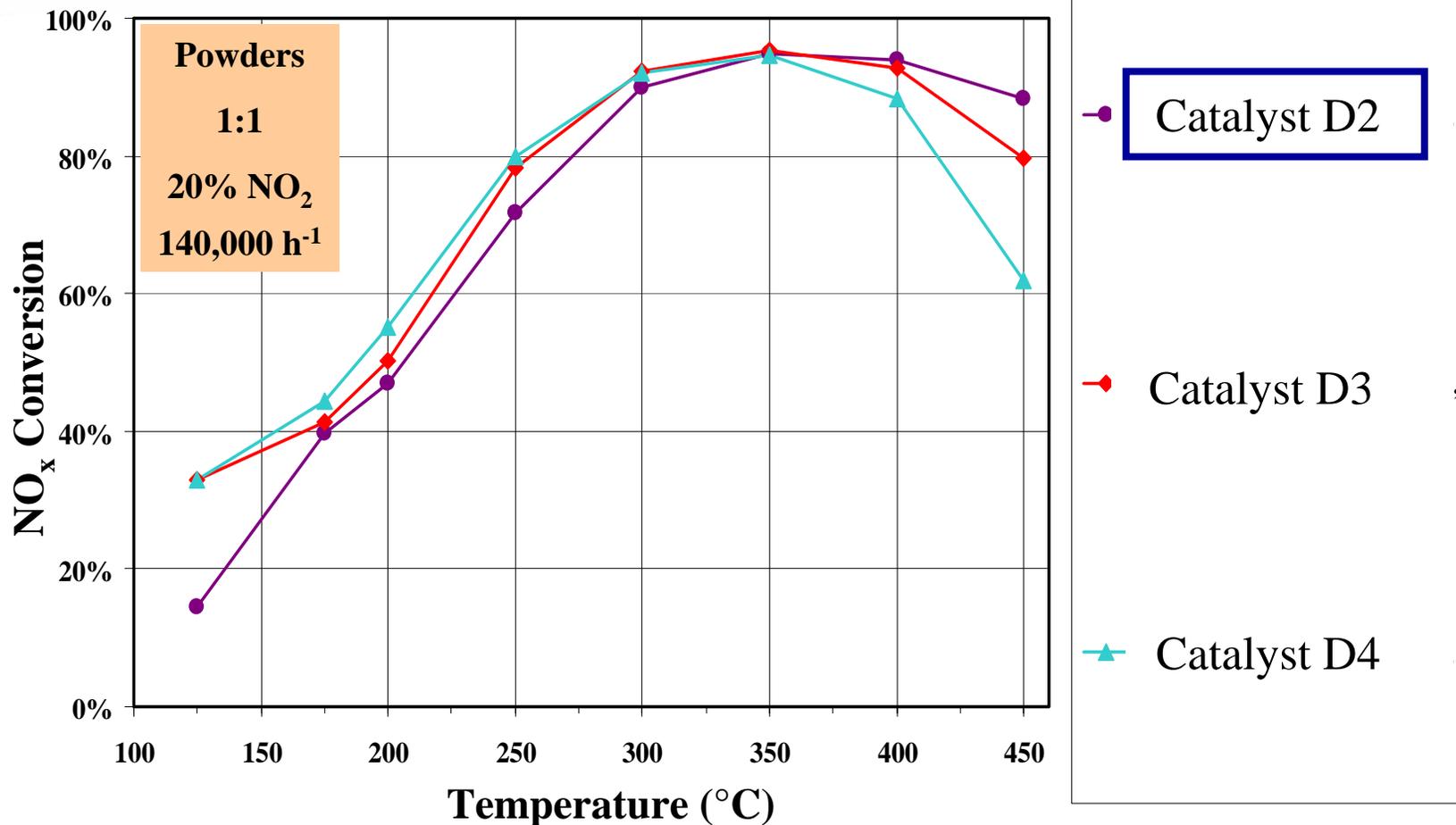


Powder
1:1
50% NO₂
140,000 h⁻¹

Monoliths
50% NO₂
30,000 h⁻¹

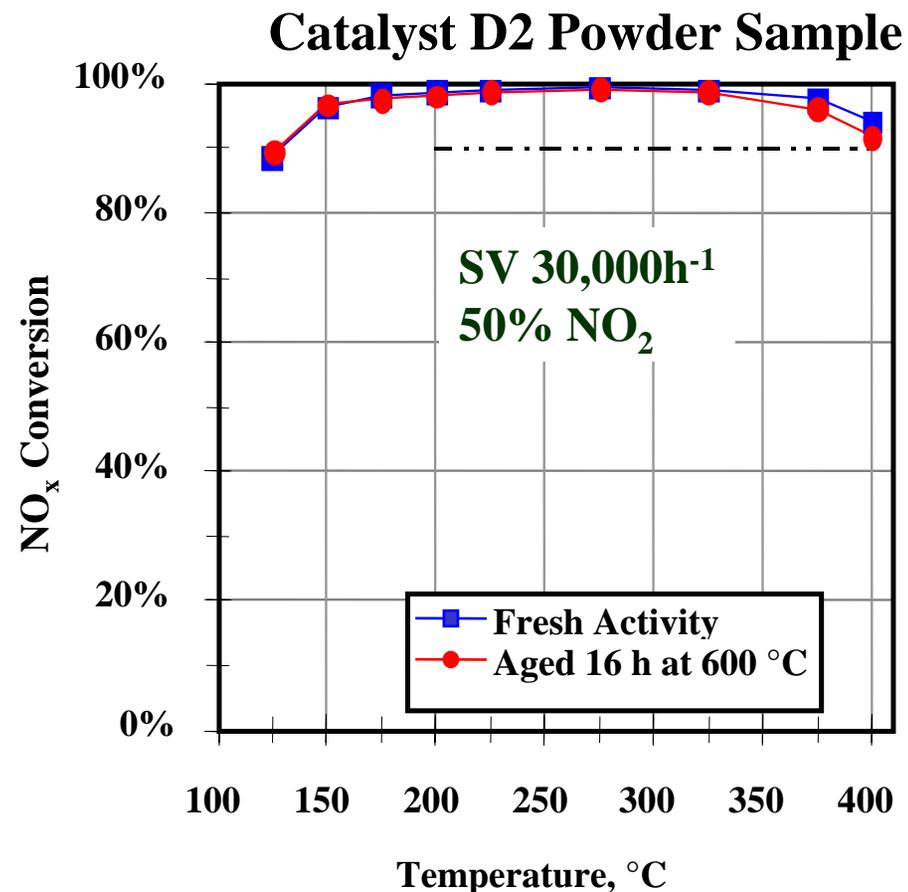
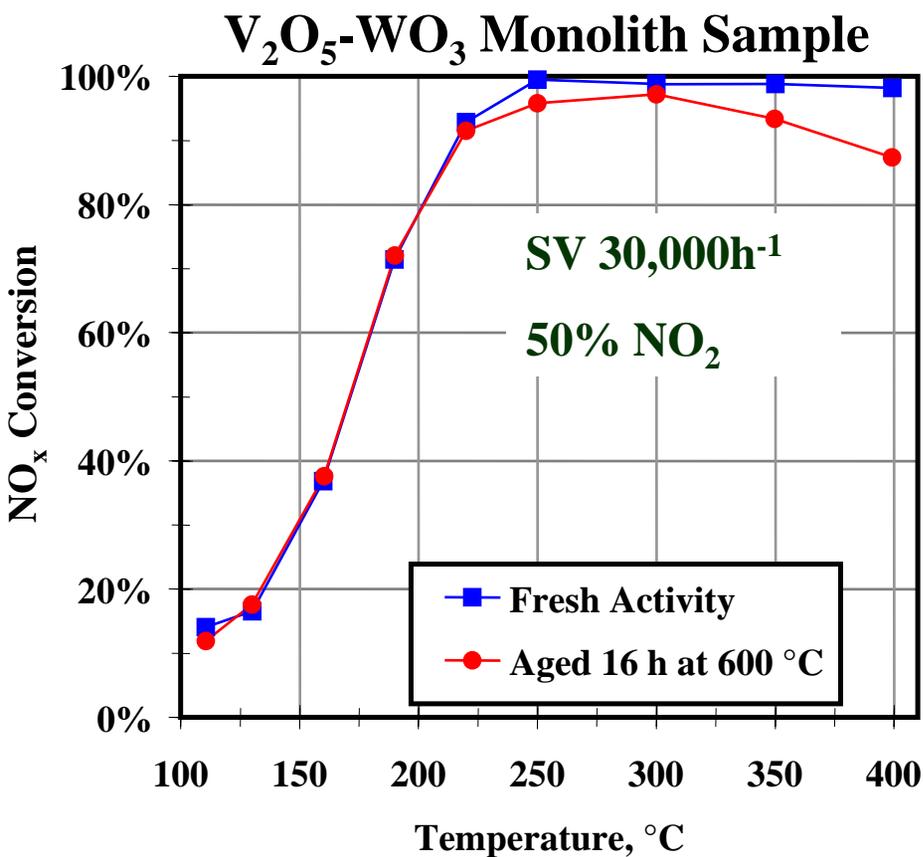
- Powders tested at high SV to simulate the contact time of 25 wt.-% catalyst on monolith
- High-loaded monoliths (>16 wt.-%) approach powder performance

Optimization of Catalyst Composition



- Change concentration of same two components
- Have the ability to tune catalytic performance
 - tradeoffs in low and high temperature activity

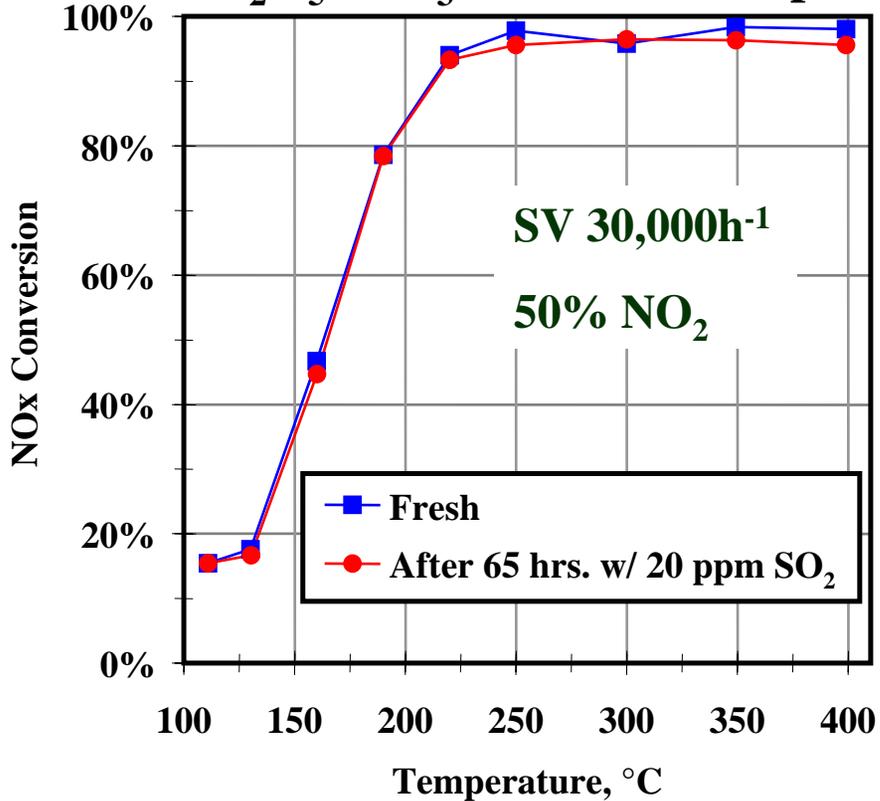
Hydrothermal Treatment



- Minor loss in activity after short term hydrothermal treatment
- More relative activity retained with D2
- Hydrothermal treatment at feed concentration (4.6% H₂O)

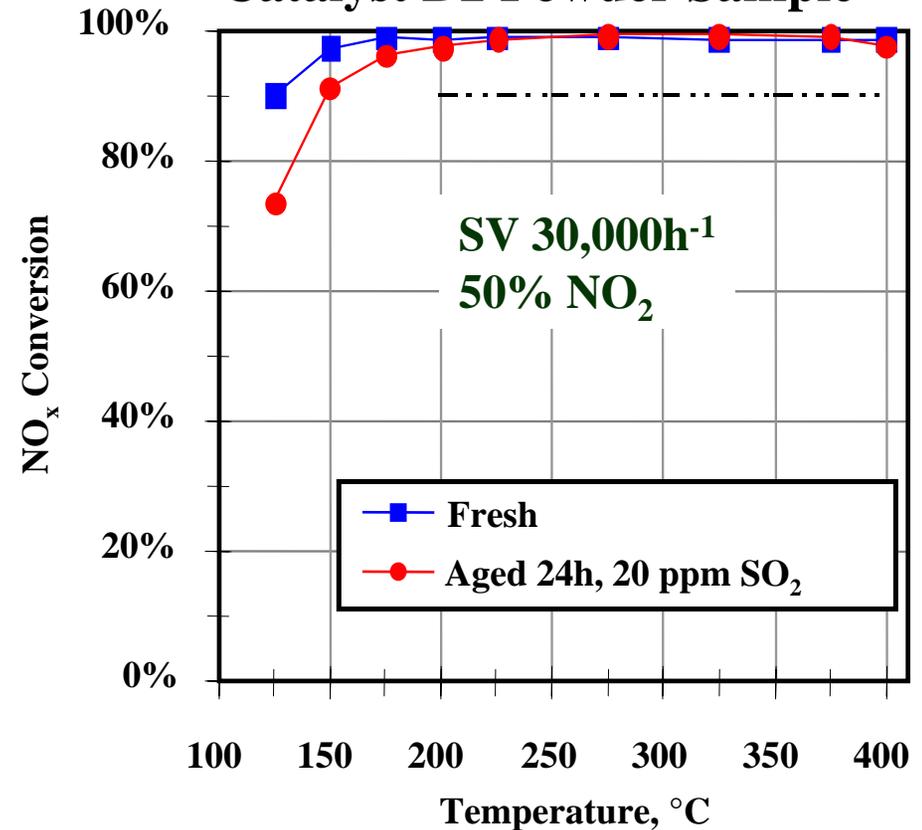
SO₂ Tolerance

V₂O₅-WO₃ Monolith Sample



•SO₂ Aging At 350 °C without NH₃

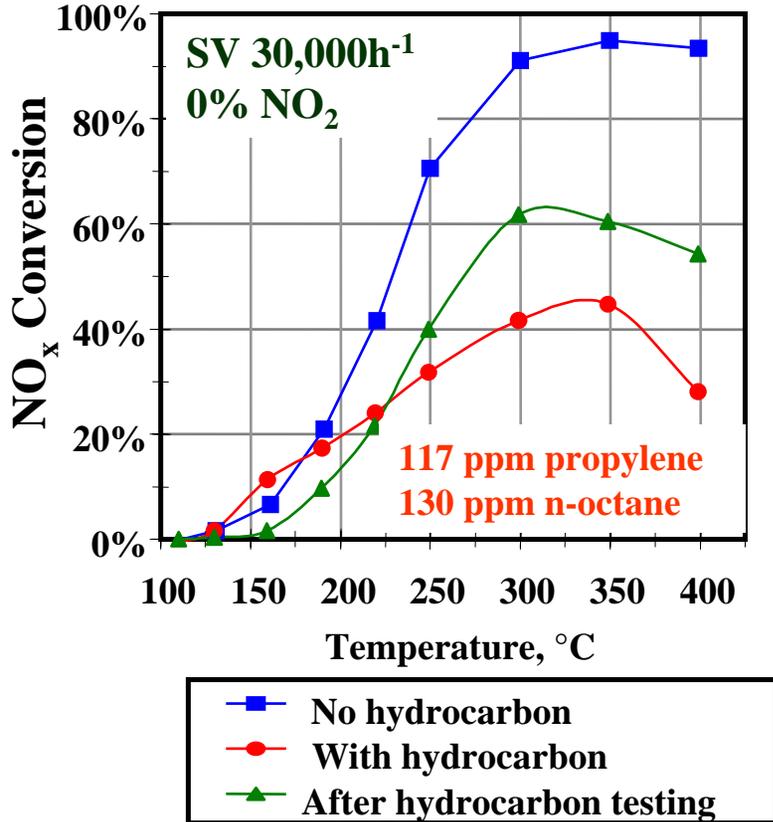
Catalyst D2 Powder Sample



•Some loss in low temperature activity

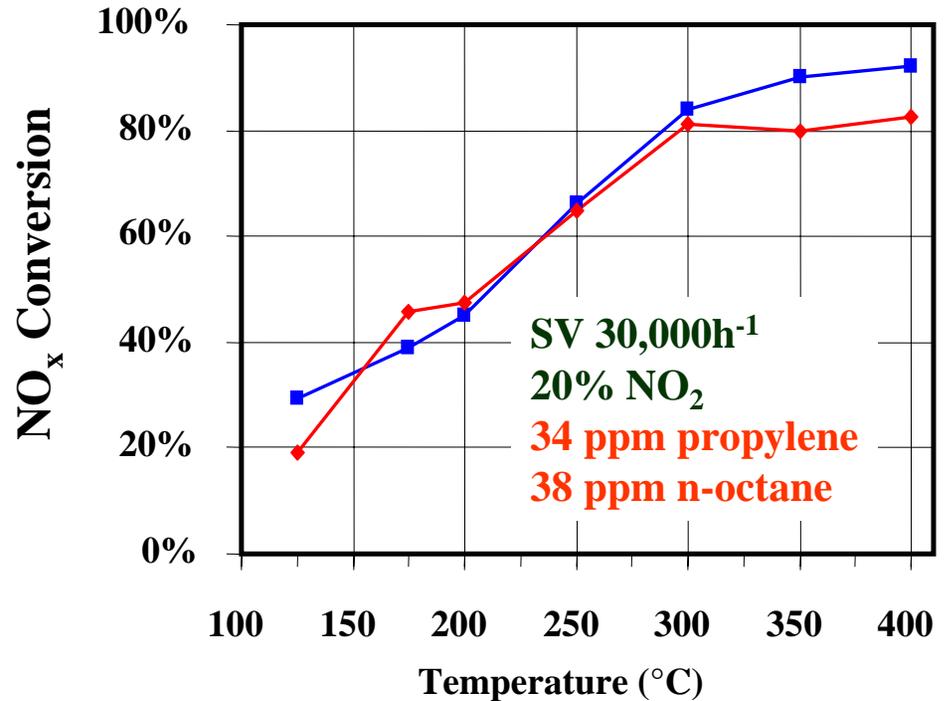
Hydrocarbon Testing

V₂O₅-WO₃ Monolith Sample



- Not a direct comparison
- Trends are important

Catalyst D2 Monolith Sample



- C₃ & n-C₈ suppress conversion *ca.* 10% above 300°C, (HC oxidation)
- No change on addition of 60 ppm toluene (>12 h TOS)
- Activity recovered when HCs removed



Summary

- Optimizing synthesis parameters leads to enhanced catalyst surface areas
 - Nonlinear relationship between activity and surface area
- Catalyst development performed under a staged protocol
- Catalytic materials with desired properties have been identified
 - Meet stage requirements
 - Performance can be tuned by altering component concentrations
 - Optimization still necessary at low temperatures
 - Better activity and tolerance to SO_2
 - V_2O_5 -based materials ruled out because of durability issues
- Future work will focus on improving overall low temperature activity



Acknowledgements

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The DaimlerChrysler logo, featuring the text "DAIMLERCHRYSLER" in white on a blue rectangular background.

