Overview of Diesel Emissions Control Technologies Available to Underground Mining Industry

Aleksandar Bugarski
NIOSH Pittsburgh Research Laboratory

Diesel Emissions and Occupational Health Standards

- Gaseous emissions
  - Carbon Dioxide (CO₂), ACGIH TLV-TWA is 5000 ppm
  - Carbon Monoxide (CO), ACGIH TLV-TWA is 50 ppm
  - Nitric Oxide (NO), ACGIH TLV-TWA is 25 ppm
  - Nitrogen dioxide (NO₂), ACGIH TLV-TWA is 3 ppm, ACGIH TLV-STEL is 5 ppm
  - NOTE: MSHA adopted 1973 ACGIH standards
- Particulate emissions
  - Total Carbon (TC) = Elemental Carbon (EC) + Organic Carbon (OC), MSHA 160 µg/m³ (interim standard is 400 µg/m³)
  - Current levels - up to 1500 µg/m³
Controlling Emissions at the Source

- Low emitting engines
- Alternative fuel formulations and fuel additives
- Aftertreatment technologies
  - Curtailment of gaseous emissions
  - Curtailment of particulate emissions
  - Combination of technologies

Engines

- All diesel engines introduced in U.S. metal and nonmetal mines must be approved by MSHA or EPA [30 CFR Part 57, 2001]
  - List of MSHA approved engines - (www.msha.gov/TECHSUPP/ACC/lists/07npdeng.pdf)
  - Suppliers should be able to provide you with emissions data for certified models.
- Replace old technology with new technology
Engine

- **Engine-out emissions control strategies**
  - Charge air cooling
  - Fuel injection pressure, patterns and multiple injection
  - Injection timing
  - Exhaust gas recirculation
  - Control of air-to-fuel ratio

Engine Deration

- High altitude
- Ventilation requirements
- Example
  - engine rated at 325 hp
  - engine rated at 285 hp
Engines

- System approach
  - Engine is integral part of the system:
    - vehicle/engine/aftertreatment
    - ventilation
    - duty cycle
    - economics…

Fuel

- Fuel effects on DPM emissions
  - sulfur content:
    - Sulfates, $\text{SO}_2$ to $\text{SO}_3$ + $\text{H}_2\text{O}$ to $\text{H}_2\text{SO}_4$,
    - $< 500$ ppm (avg. 350 ppm) sulfur,
    - $< 15$ ppm by 2007 (EPA),
    - affects performance of catalyst based technologies,
    - competing with NO for the $\text{O}_2$.
  - cetane number;
  - aromatic content.
Alternative Fuels

- **Biodiesel**
  - oxygenated fuel
  - virtually no sulfur
  - NO$_2$ issue
  - DEEP study (www.deep.org)
    - Blend with 58% of biodiesel, diesel oxidation catalyst
    - 43% increase in NO$_2$
    - 29% reduction in elemental carbon emissions
  - relatively expensive
    - used primarily blended with regular diesel (B20, B50, ...)

- **Synthetic diesel**
  - virtually no sulfur
  - low on aromatics
  - significant reductions in regulated emissions
    - Schaberg et al. [1997]
      - HC (49%), CO (33%), NOx (27%), PM (21%)
  - expensive and not readily available
**Fuel Additives**

- **Fuel additives**
  - Combustion enhancers
  - DPF regeneration aid

- Fuel additives used in U.S. underground mines should be approved by EPA.

- **Secondary emissions**
  - Fuel with additives for stimulating filter regeneration should not be used in the engines that are not equipped with DPFs.

**Aftertreatment Technologies**

- **Gaseous Emissions**
  - Diesel Oxidation Catalytic Converters (DOC)
  - Control of Nitric Oxide (NOx) Emissions

- **Particulate Emissions**
  - Diesel Particulate Filter (DPF) Systems;
  - Disposable Diesel Particulate Filter Systems.
Diesel Oxidation Catalytic Converters (DOC)

- CO to CO$_2$
  - 70-90% reductions in CO
- Hydrocarbons to CO$_2$
  - 70% reduction in HC
- Reduce organic portion or soluble organic fraction (SOF) of DPM
  - 20-30% reductions in total DPM

Control of Nitric Oxide (NO$_x$) Emissions

- Selective catalyst reduction (SCR)
  - Up to 80% reduction
  - Relatively complex system
    - Urea injection
  - Commercially available for stationary systems
- Lean NO$_x$ traps (LNT)
  - 30-50% reduction
  - Relatively complex system
    - Fuel injection
  - Not commercially available
Diesel Particulate Filters (DPFs)

- Diesel Particulate Filters Systems (DPFs)
- Disposable Diesel Particulate Filter Systems

Diesel Particulate Filters (DPFs) Media

- wall flow monoliths
- deep bed filters

- silicon carbide
- cordierite
- fiber wound or knitted
Diesel Particulate Filters (DPFs)

Catalyst

- Non-Catalyzed DPF
  - no regeneration aid;
- Catalyzed DPF
  - wash coat catalyst:
    - platinum, palladium, rhodium, vanadium, magnesium, strontium …
  - fuel borne catalyst:
    - platinum, cerium, iron, strontium, …

Efficiency of DPF Systems

- DPM = Elemental Carbon + Organic Carbon + Sulfates + Water + Ash
  - Composition is function of engine design, engine operating conditions, aftertreatment…

- DPFs are primarily designed for curtailment of DPM emissions. The effects on gaseous emissions depend on a catalyst formulation.
Efficiency of DPF Systems

- **Mass**
  - Cordierite 85% (www.msha.gov)
  - Silicon carbide 87% (www.msha.gov)
  - VERT 90% (new), 85% (after 2000 hours)

- **Carbon**
  - Occupational standards based on total (U.S.) or elemental carbon (Germany, U.S. in future)
  - Over 95% on EC.

Efficiency of DPF Systems

- **Number**
  - Potential for forming a large number of ultrafine and nanosize particles from semi-volatile hydrocarbons, sulfates, and ash
  - Potential for forming large number of transition metals particles when fuel additive are used
  - VERT 95% (new), 90% (after 2000 hours)

- **Surface area**
  - Ultrafine particles (<100 nm) have a very larger surface area per unit mass, bioavailability
  - Currently there is no standards

- **Chemical composition**
  - Transition metals
  - PAH
Size Distribution of DPM in the Tailpipe of Engine Retrofitted With SiC DPF

Legend:
- HI - rated speed no load
- TCS FL - torque converter stall
- TCS FL HYD - torque converter stall and hydraulics engaged
- UP - upstream
- DN - downstream

Filter Efficiency - Visual Inspection
Secondary Emissions

- Filter effects on NO₂ emissions:
  - The filters washcoated with platinum based catalysts have tendency to increase NO₂ emissions. Function of:
    - catalyst formulation
    - exhaust temperatures
    - NOₓ to PM ratio
    - fuel sulfur content…
  - Washcoated base metal catalysts do not have tendency to increase NO₂ emissions.
  - The systems using fuel borne catalysts, even those that are based on platinum, were not found to increase NO₂ emissions.

- nanoparticles:
  - Evident when fuels with higher sulfur content are used in the catalyzed systems.
  - when fuel borne catalysts are used to stimulate DPF regeneration…

- sulfates:
  - Remedy is ultra low sulfur fuel

- transitional metals:
  - The major source are fuel borne catalysts, engine wear, and lubricating oil. Avoid using fuel borne catalyst with engines that are not equipped with DPF system.

- dioxins, nitro-PAHs…
DPF Systems
Regeneration

DPF Regeneration – burning off carbon collected in a filter media

- Approximate minimum exhaust temperatures required to initiate regeneration process:
  - Non-catalyzed DPF – over 550 °C
  - Base metal catalyst – over 390 °C
  - Nobel metal catalyst – over 325 °C

- 25-30% or more of a duty cycle an vehicle/engine should be operated at loads generating exhaust temperatures exceeding aforementioned regeneration temperatures.

DPF Systems
Regeneration

- Regeneration temperatures are function of:
  - Catalyst loading
  - Contact between catalyst and carbon
  - NOx/PM ratio in the exhaust...

- Regarding the regeneration concept DPF systems can classified as
  - Passive
  - Active
DPF Systems - Passive Regeneration

- The exhaust gas temperatures are favorable and a DPF is regenerated during a duty cycle.
- The regeneration is enhanced by catalyzing filter media.
- Establishing exhaust temperature profile crucial for success of selection process.
- Engine idling should be minimized.

DPF Systems - Active Regeneration

- Accumulated DPM is removed using external source of energy (electrical heaters)
- ON-BOARD: A heating element is on-board of a vehicle and regenerations station with power and compressed air supply is off-board of a vehicle:
  - no need to remove filter
  - suitable for most engines and applications
  - downtime associated with regeneration
  - regeneration station requirements
    - space, power, compressed air
  - higher maintenance requirements mostly associated with electrical heaters.
  - regeneration intervals can be extended with use of catalyst in the system...
DPF Systems
Active Regeneration

- OFF-BOARD: heating element is integral part of off-board regenerations station.
  - require removal of the filter from the system
  - suitable for smaller units
  - risk associated with handling the units
  - costs associated with replacement of the gaskets
  - downtime for swapping filter elements

- problem of maintaining integrity of the system
- regeneration station requirements

Filter should be sized to accumulate DPM between two active regenerations.
- Engine PM emissions over selected test cycles are available from engine certification process!!!

- Media has to be compatible with selected regeneration scheme
  - Silicon carbide for express regeneration
  - Cordierite for slow regeneration
DPF Systems
Electrical On-board Regeneration

Passive vs. Active Regeneration

- Passive DPFs
  - low operational requirements
  - low maintenance requirements
  - relatively inexpensive, depending on catalyst formulation
  - regeneration depend on exhaust heat!!!
  - potential for increase in NO₂, sulfates emissions
DPF Systems
Passive vs. Active Regeneration

Active DPFs
- regeneration does not depend on exhaust heat
- no effects on secondary emissions
- require changes in way vehicles are operated
- higher maintenance requirements
- require change in operator's attitude
- relatively expensive

DPF Systems Operational Issues
Ash Accumulation

- Ash originates from fuel, lubricating oil, engine wear
  or fuel additives.
  - up to 1% of DPM

- Ash can not be regenerated as carbon. Accumulation
  of the ash in the filter results in continuous increase
  in base backpressure.

- Periodic cleaning of the filter is required, usually
  every 1000-2000 hours.
DPF Systems  
Backpressure Monitoring

- Sizing of the system is critical
  - Engine backpressure – engine limitations
    - Caterpillar 3306 PCNA - 34 in H₂O
    - DDEC Series 60 – 42 in H₂O

- Reliable backpressure monitoring and logging capabilities are essential for performance of the filtration system.

- Pressure gage and alarm should be included in the filtration system.

Selection of DPF Strategy

- **Ultimate goal is to reduce exposure of the miners to harmful gases and particulate matter**
  - Production vehicles (heavy-duty)
  - Support vehicles (light-duty)

- **DPF is integral part of the vehicle/engine/filter system**
  - Right size of the engine for the application
    - Exhaust temperature
    - DPF concept
  - Maintenance
    - Significant lube oil consumption jeopardizes filter performance and life. Filter can not substitute maintenance.
Selection of DPF Strategy

- Underground mining applications require additional considerations:
  - confined space;
  - no sunlight;
  - occupational exposure limits;
  - application specific duty cycles;
  - different set of the mind.

- Uniqueness vs. “one size fits all”

DPF systems Considerations

- Integrity of a filtration system from an engine to the end of a tailpipe is crucial for reducing concentrations of DPM in mine air.

- Filter crankcase breather emissions
  - Closed crankcase filtration system

- The exhaust pipe insulation should reduce heat loss and increase possibility for passive regeneration. Insulation should to be removable so integrity of a system can be periodically inspected.
Combination of technologies

- DOC + DPF + SCR
- DOC + DPF + LNT

Questions

Aleksandar Bugarski
NIOSH PRL
phone: 412.386.5912
e-mail: zjl1@cdc.gov