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it's all about innovation



Technological possibilities for further reduction of emissions from wood stoves and boilers

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Outline



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- Introduction to technology transfer
- Biomass combustion in small scale optimization
 - Primary means
 - Secondary means
- Oxidation catalysts for wood stoves
- Transferability of technology from automotive industry
 - Catalysts and filters
- NO_x challenge and possible approach for boilers (and wood stoves)
- Sensor technology from automotive applications to biomass combustion

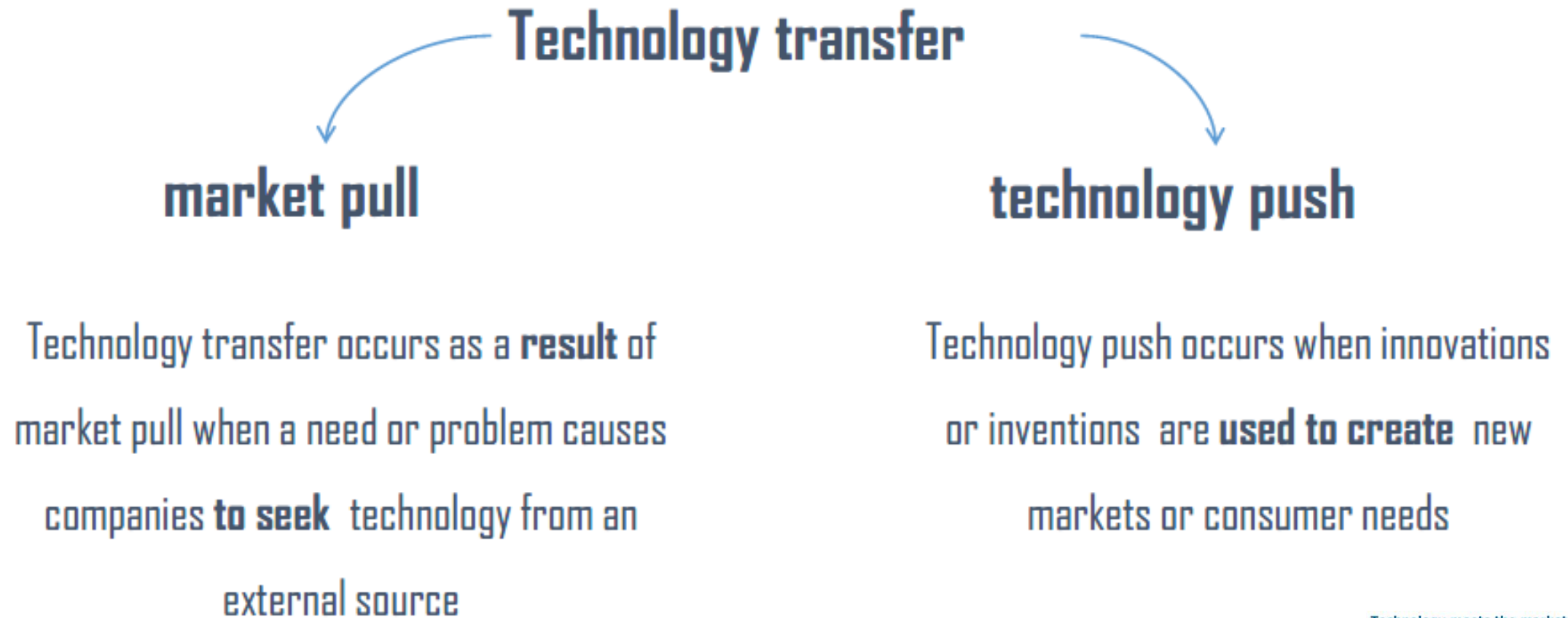
Technology transfer

Definition of technology transfer

- Technology transfer is the process by which technology or knowledge developed in one place or for one purpose is applied and **exploited in another place** for some other purpose

Technology transfer is the process of developing **practical applications** of the results of **scientific research** which are **easy to handle** , are of **societal relevance** and are **affordable**

Motivation



Technology meets the market: how
technology transfer generates
innovation?

Vienna, Austria

July 5th 2016

Raffaele Buompane

Biomass for combustion

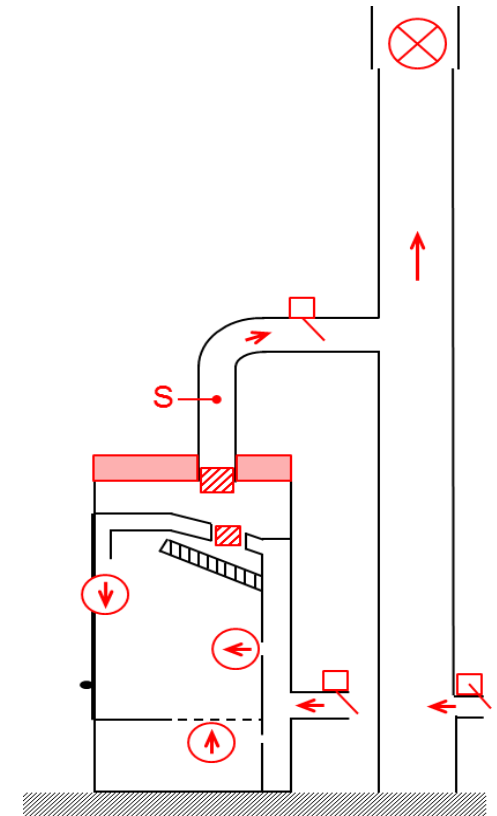
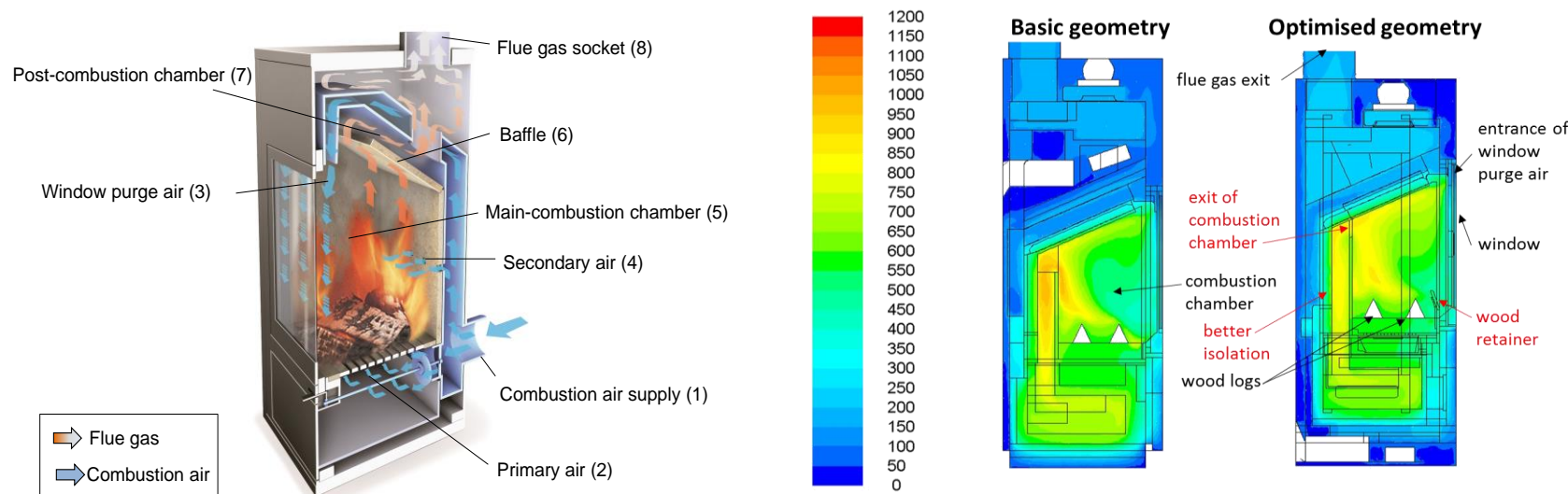


- Increasing importance of **energetic use of biomass**
- Energetic use mostly coupled **combustion process** → **Flue gases**
- **Primary measures** not sufficient to meet future emission limits
- Use of different biomasses → requires different **secondary measures**

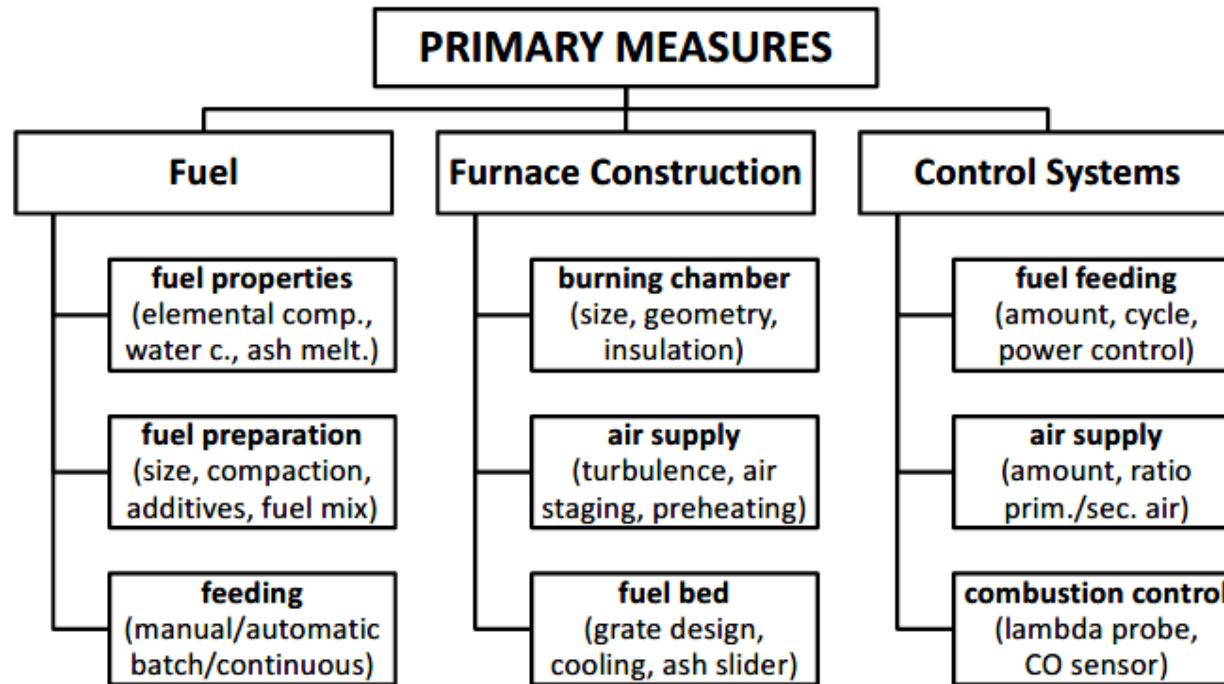


Primary improvements

- Guidelines for improved wood stoves
- Guidelines for air supply
- Guidelines for energy efficient building



Factors to improve



For the development of micro-combustion systems 3 research topics were identified:

- fuel preparation and feeding (automatic and continuous fuel supply)
- Furnace construction (down draft, grate design)
- control systems (air supply, combustion control)

<http://task32.ieabioenergy.com/iea-publications/events/workshop-highly-efficient-clean-wood-log-stoves-berlin-november-2015/>

Oxidation catalysts for wood stoves

Catalysts – example of technology transfer



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- Well-know from other applications
 - Cars
 - CHP
 - Industrial processes

Catalyst for wood stove

Wood log for heat production

instationary process

strong influence of the catalyst on the overall system

$T > 770 \text{ K}$

High dust emission

➤ This leads to...

Requirements for emission control catalysts

Integrated catalyst	Downstream Catalysts
Very low back pressure	Low back pressure
High temperature resistance (ca. $> 1150 \text{ K}$) → metal oxide	Moderate temperature resistance (ca. $< 950 \text{ K}$) → noble metals
high activity towards total oxidation of CO and C_xH_y at high T	high activity towards total oxidation of C_xH_y at $T < 720 \text{ K}$

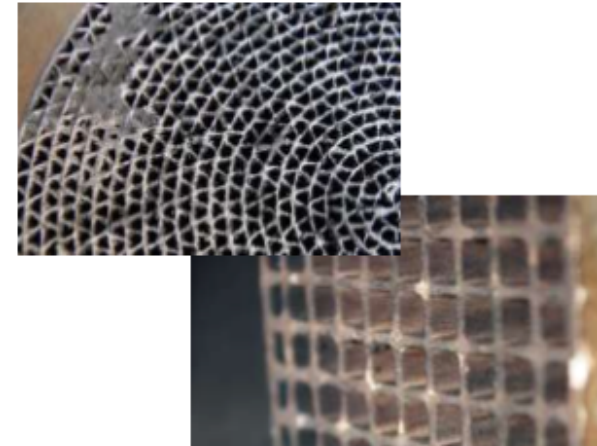
Catalysts for biomass combustion

- **Some catalysts are commercially available for biomass combustion systems**

- Noble metals as active material on metal or ceramic support with $\gamma\text{-Al}_2\text{O}_3$ washcoat

- **Challenges for Application of Catalysts in small scale biomass combustion**

- Fluctuating temperatures and flue gas composition
 - Wide range of pollutants: CO, VOC, soot...



- **Deactivation of catalyst**

- Catalyst poisons
 - Thermal
 - Blockage with particles

Main effects observed during use of commercial available catalysts

Transferability from automotive industry?

Emissions from vehicles

Vehicle Emissions fall into five main categories:



Carbon Dioxide (CO₂), which is an inevitable product of burning a fuel which contains carbon (as all petroleum products do). CO₂ does not pollute the air we breathe, but it is a main contributor to Global Warming and therefore has to be reduced. This means either using fuels containing less (or no) carbon (see the section on Alternative Fuels), or making vehicles and their engines more efficient – or both.



Carbon Monoxide (CO), which is produced when a carbon-based fuel is burnt incompletely. In high concentrations it is poisonous and has to be controlled. It can be reduced by more efficient combustion in the engine (so that CO₂ is produced instead of CO) and further reduced by oxidising after combustion, in a Catalytic Converter. $[2\text{xCO} + \text{O}_2 = 2\text{xCO}_2]$



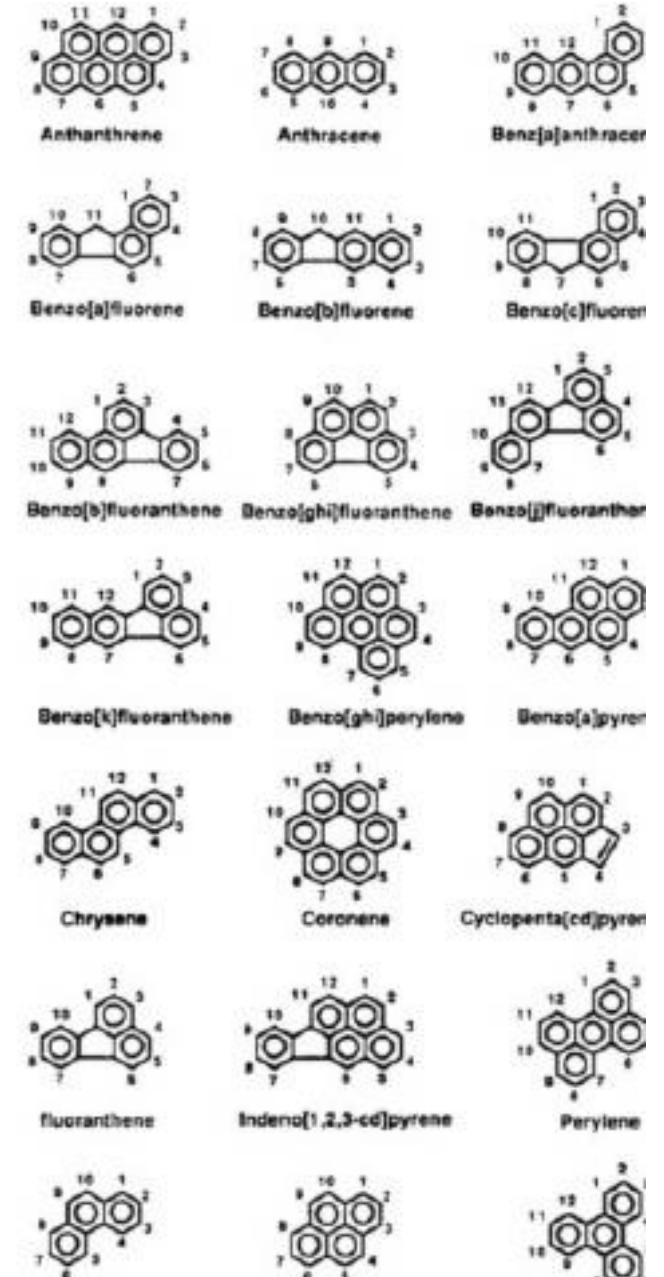
Hydrocarbons (HC), also known as “Volatile Organic Compounds (VOC) are really unburned fuel. They can be a problem to people with breathing difficulties and are a contributor to “Photochemical Smog” in certain climatic conditions. They can be reduced by more efficient combustion in the engine and further reduced by oxidising after combustion, in a Catalytic Converter. $[4\text{HxCy} + (\text{x}+4\text{y})\text{O}_2 = 2\text{xH}_2\text{O} + 4\text{yCO}_2]$



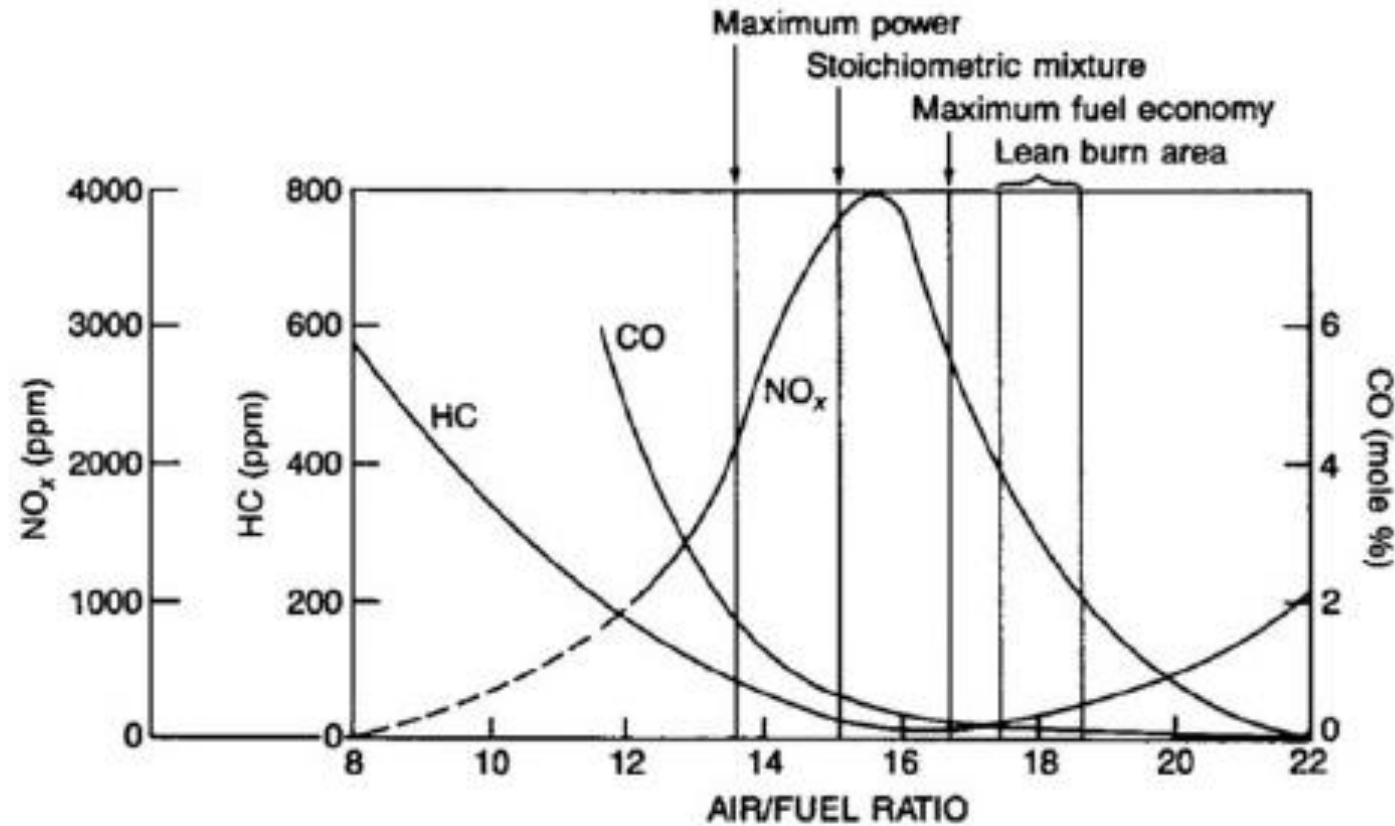
Oxides of Nitrogen (NO_x) are produced when air (which is mainly a mixture of Nitrogen and Oxygen) is heated as it is in an engine. NO_x is a contributor to both Photochemical Smog and Acid Rain and can be an irritant to the lungs. Unlike CO and HC is cannot be removed by oxidation. The opposite process – the removal of Oxygen, known as “Reduction” is necessary to convert it back to Nitrogen and Oxygen.



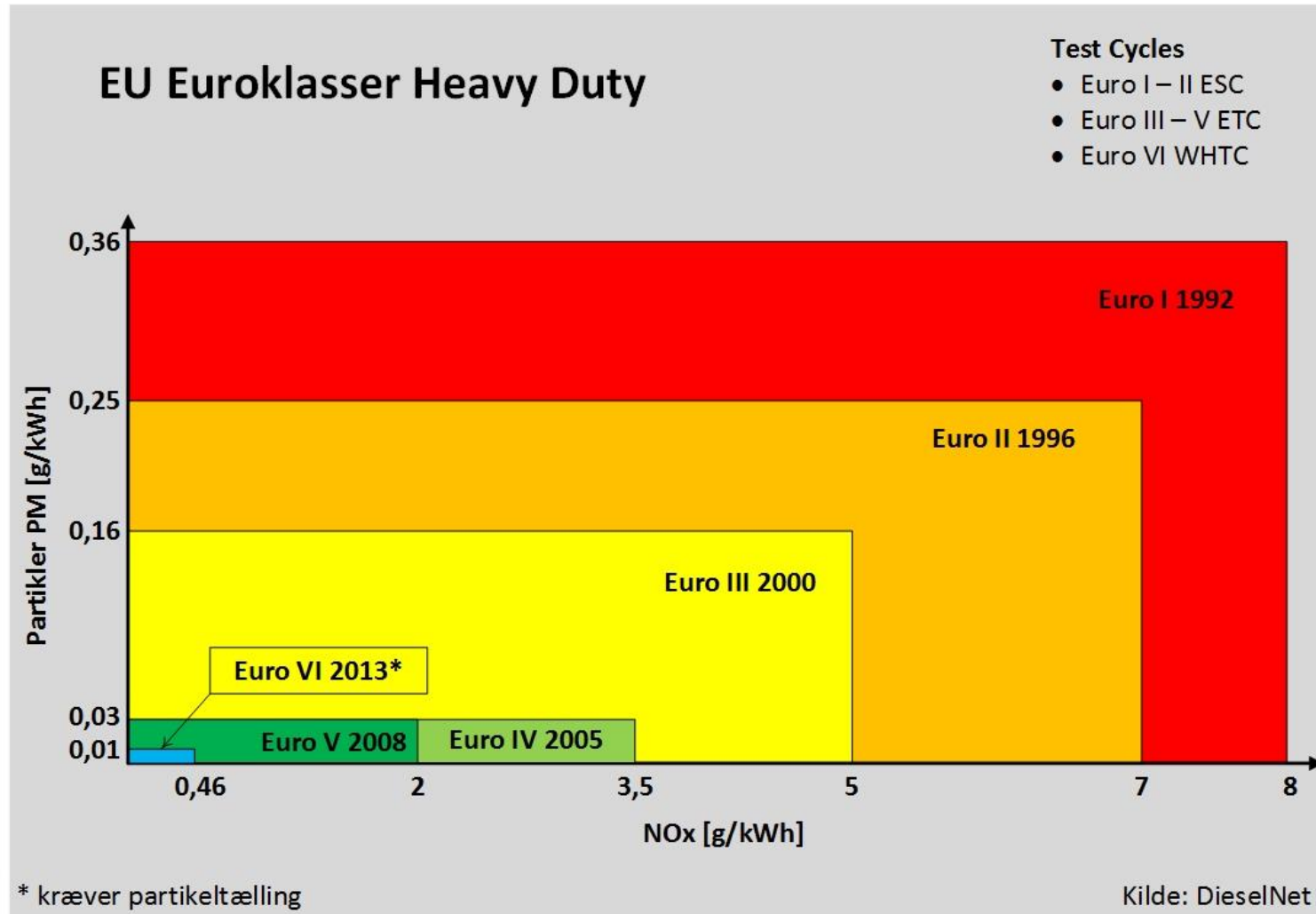
Particulate Matter (PM) is very small particles, mostly of unburnt Carbon.



Emission formation at various air/fuel ratios: Gasoline engine



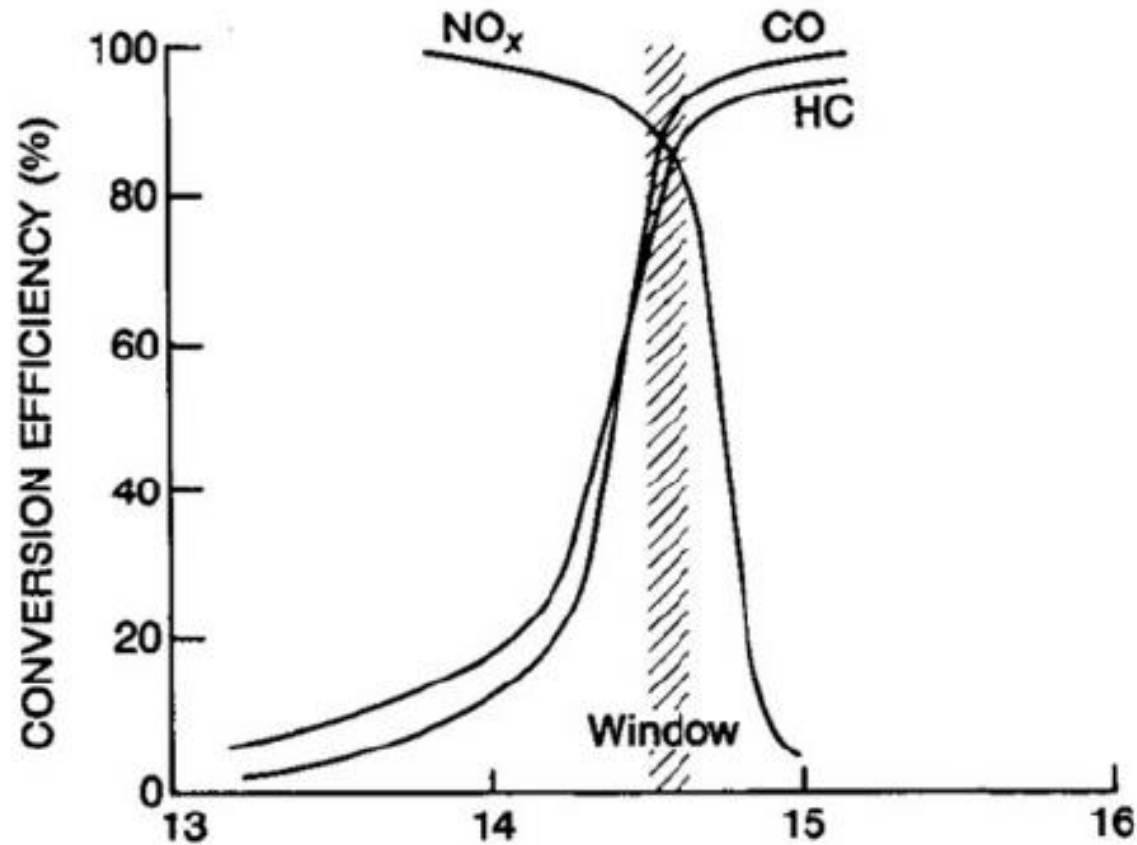
EU legislation



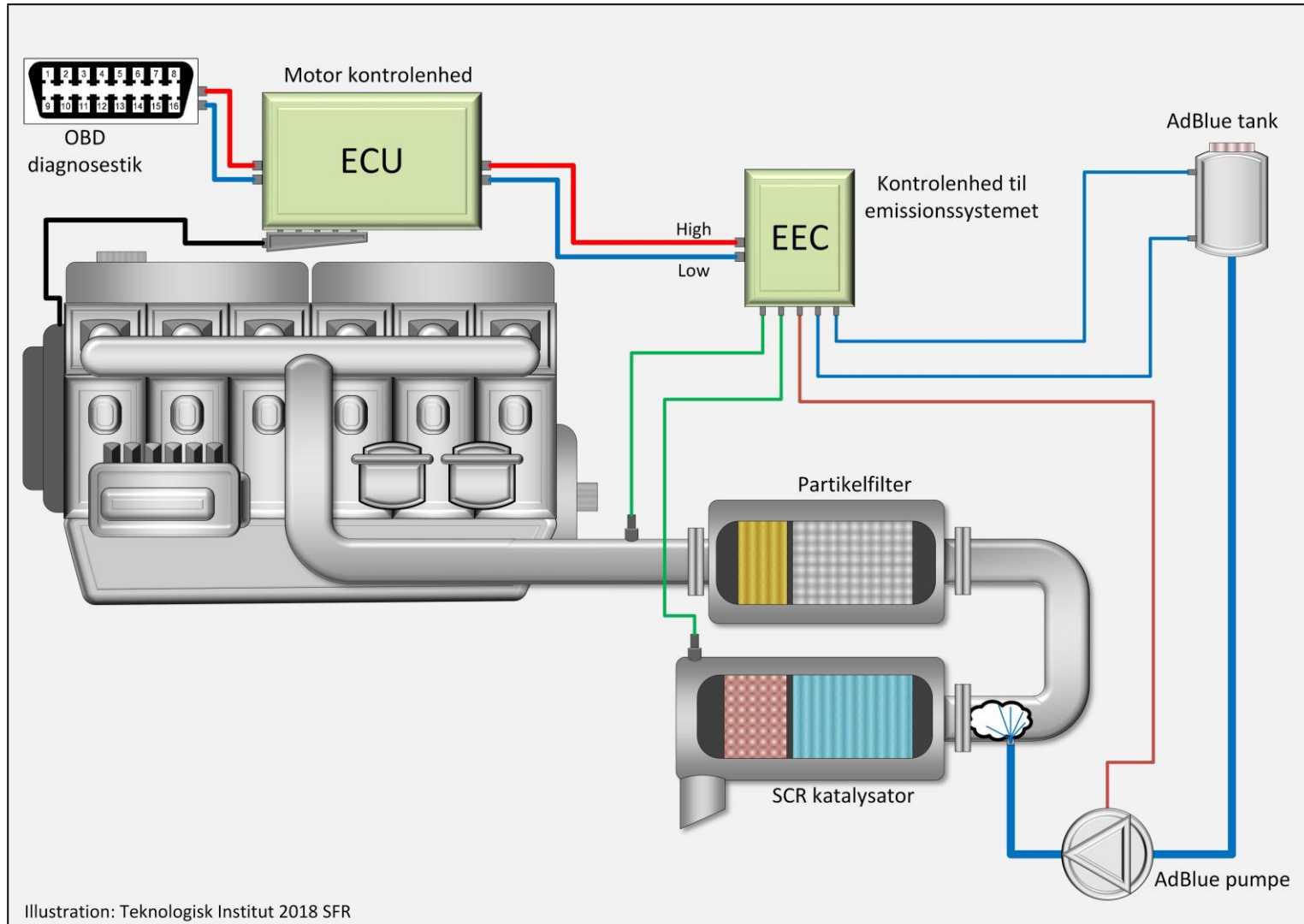
Global Exhaust Emission control device market

- Three way catalytic converter (TWC)
- Gasoline particulate filter (GPF)
- Diesel particulate filter (DPF)
- Diesel oxidation catalyst (DOC)
- Selective catalytic reduction (SCR)
- Lean NO_x trap (LNT)

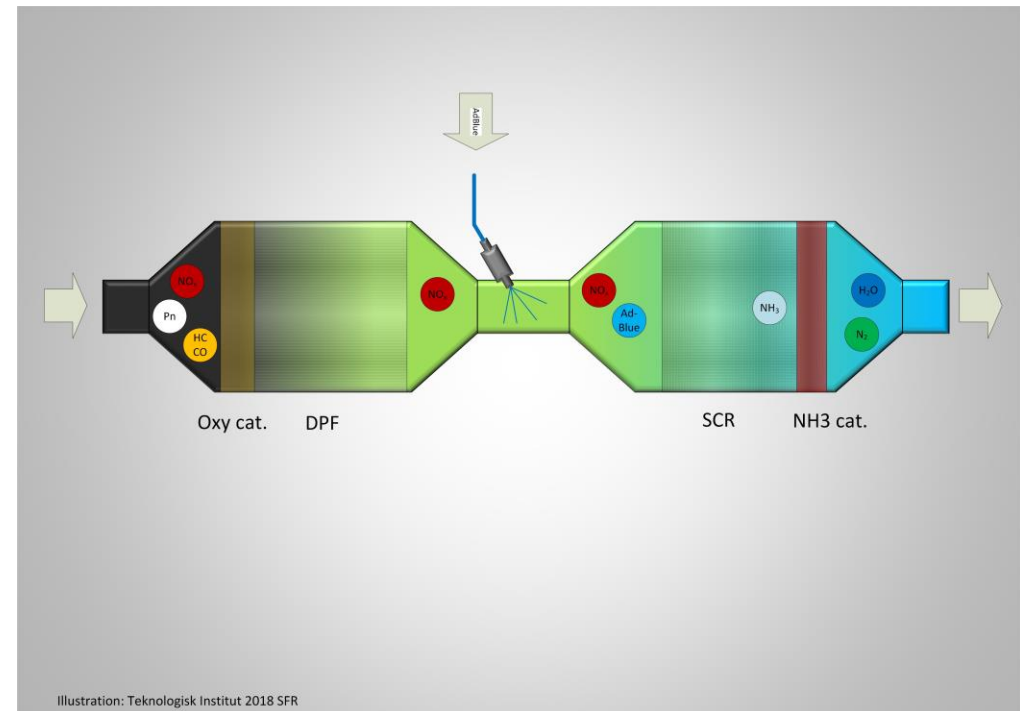
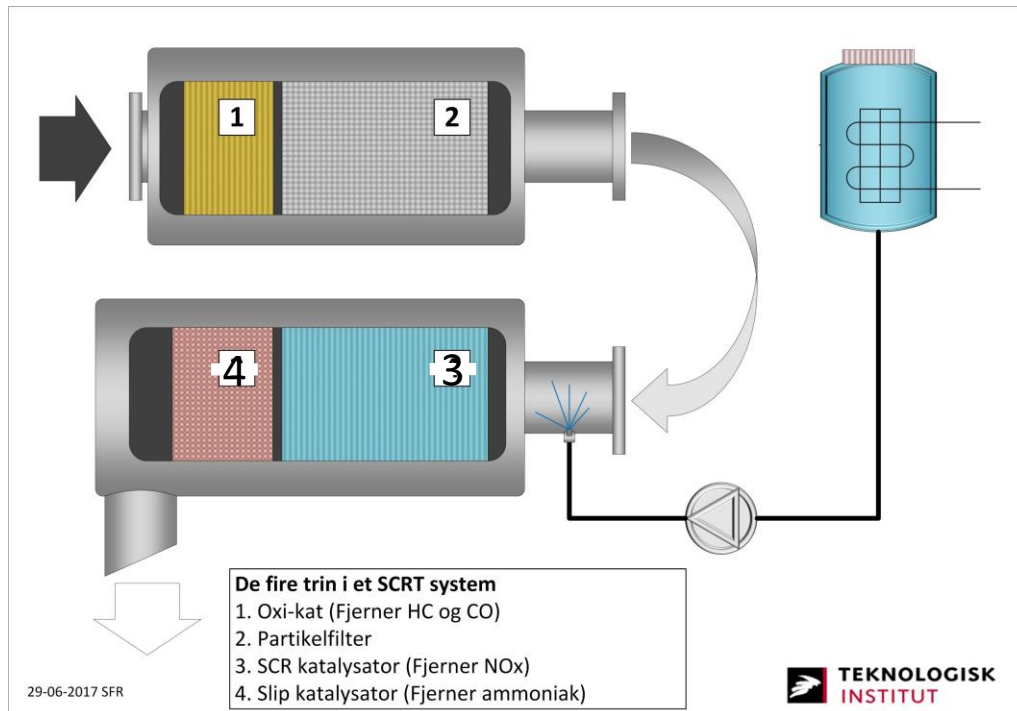
Conversion efficiency characteristics of a three way catalyst



Automotive emission system



The steps - including filter and catalysts





NO_x challenge and possible approach for boilers

- NO_x is more problematic for e.g. diesel cars and bio combustion
- Lambda in these combustion processes makes it a challenge

NO_x legislation for boilers?



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- Not much in EU yet – EcoDesign from 2020 NO_x: 200 mg/m³
- Example: Austria
 - Limit value for small boilers 150 mg/MJ
- Subsidies are motivating for aiming for low emission of NO_x in e.g. Germany and The Netherlands

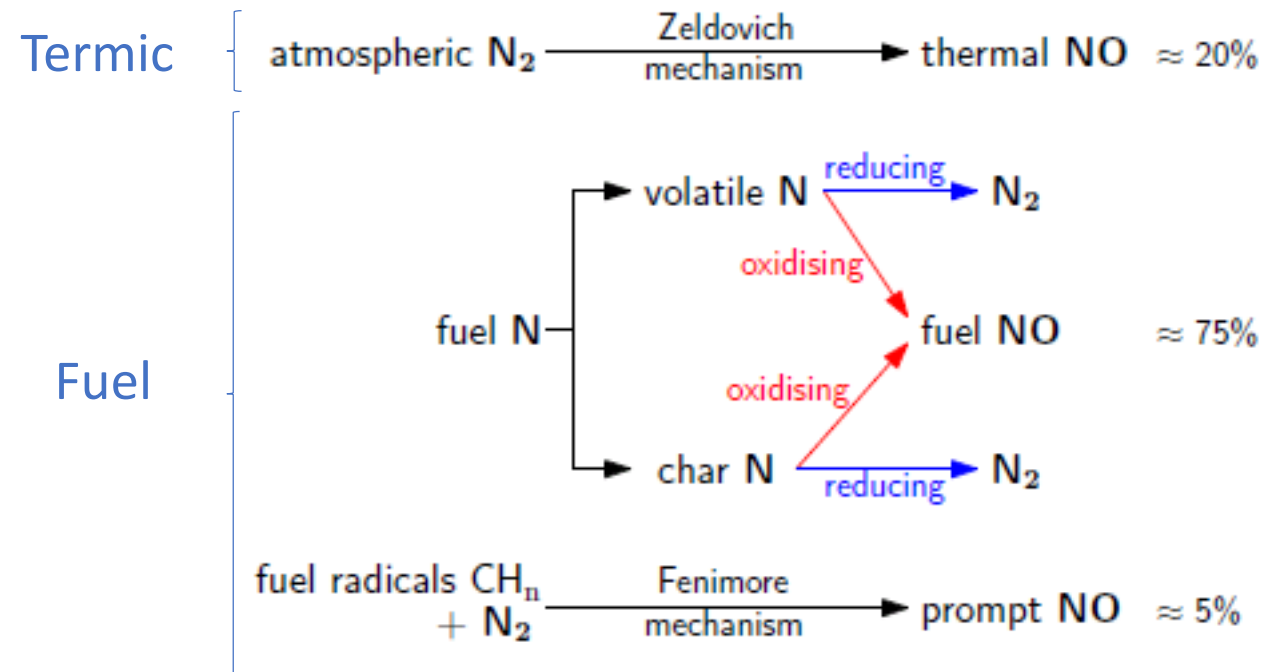


NO_x formation by combustion



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- NO_x normally covers NO, N₂O, NO₂
- Mainly NO is formed in combustion engines
- NO_x can be characterized as
 - Thermic NO_x
 - Fuel NO_x



Biomass and boilers



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- A huge percentage of NO_x from small scale boilers originates from the fuel
- NO_x can thus not be avoided completely by primary means to improve the combustion

Chemical composition of various types of biomass

Material/Parameter	Ash 550 (wt%)	C (wt%)	H (wt%)	N (wt%)	O (wt%)	O/C	LHV (MJ/kg daf)
Bagasse	3.1	46.6	5.7	0.2	44.5	0.95	18.24
Grass seed hay	10.6	42.4	5.8	1.6	39.6	0.93	18.10
Road side grass	23.2	38.4	5.3	2.0	31.1	0.81	19.19
Straw	10.6	42.2	5.7	0.4	41.0	0.97	17.30
Beech	0.3	45.9	6.2	0.4	47.3	1.03	17.72
Poplar	1.1	47.2	6.0	0.0	45.7	0.97	17.68
Willow	1.7	47.7	6.0	0.4	44.3	0.93	17.43
Larch	0.1	47.4	6.1	0.6	45.9	0.97	18.20
Pine	0.5	48.7	6.3	0.1	44.4	0.91	18.53
Spruce	0.3	50.4	6.4	0.0	42.9	0.85	19.67
RDF	15.8	53.8	7.5	0.5	22.4	0.42	27.20
Trockenstabilat	23.2	41.3	5.4	1.3	28.8	0.70	20.40

Verhoeff F, et al., Tor Tech, Torrefaction Technology for the production of solid bioenergy carriers from biomass and waste, ECN-E-11-039, 2011

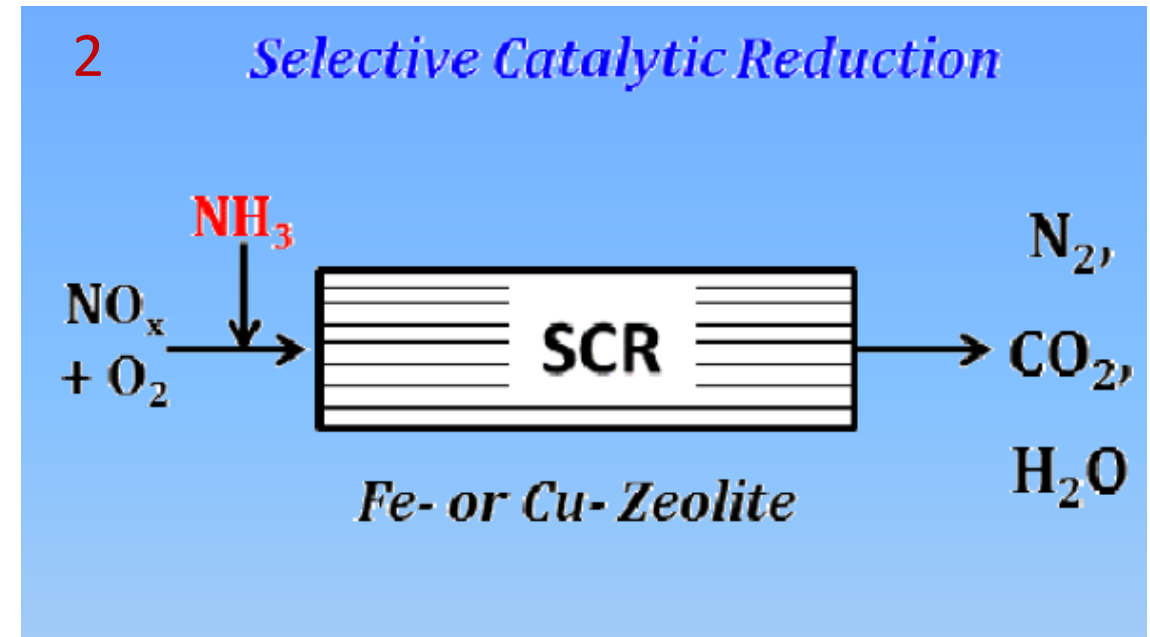
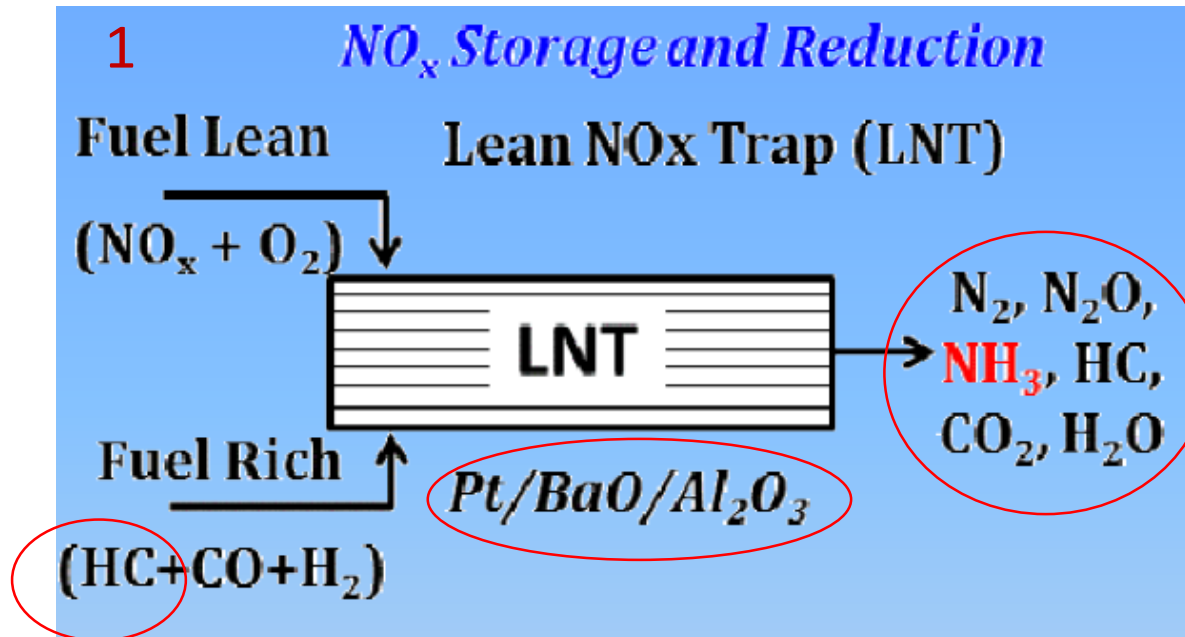
Removal of NO_x

Solutions known from other applications

1. NO_x lean trap– storage and reduction
2. Selective catalytic reduction (SCR)



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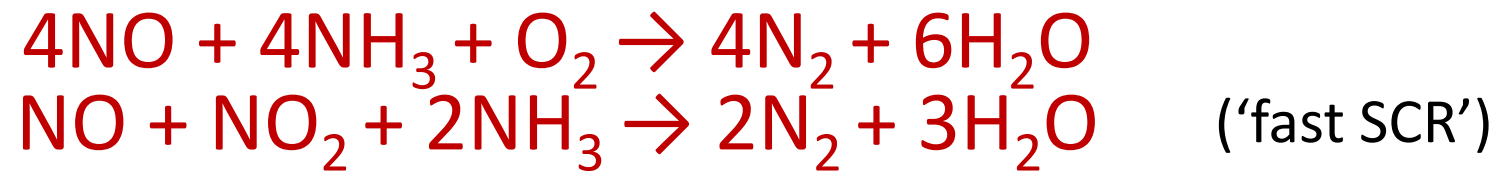


NO_x trap is not promising in EURO6 real life tests

SCR promising in tests

Selective catalytic reduction (SCR)

- The catalytic reduction is in the case using NH_3 as reductant

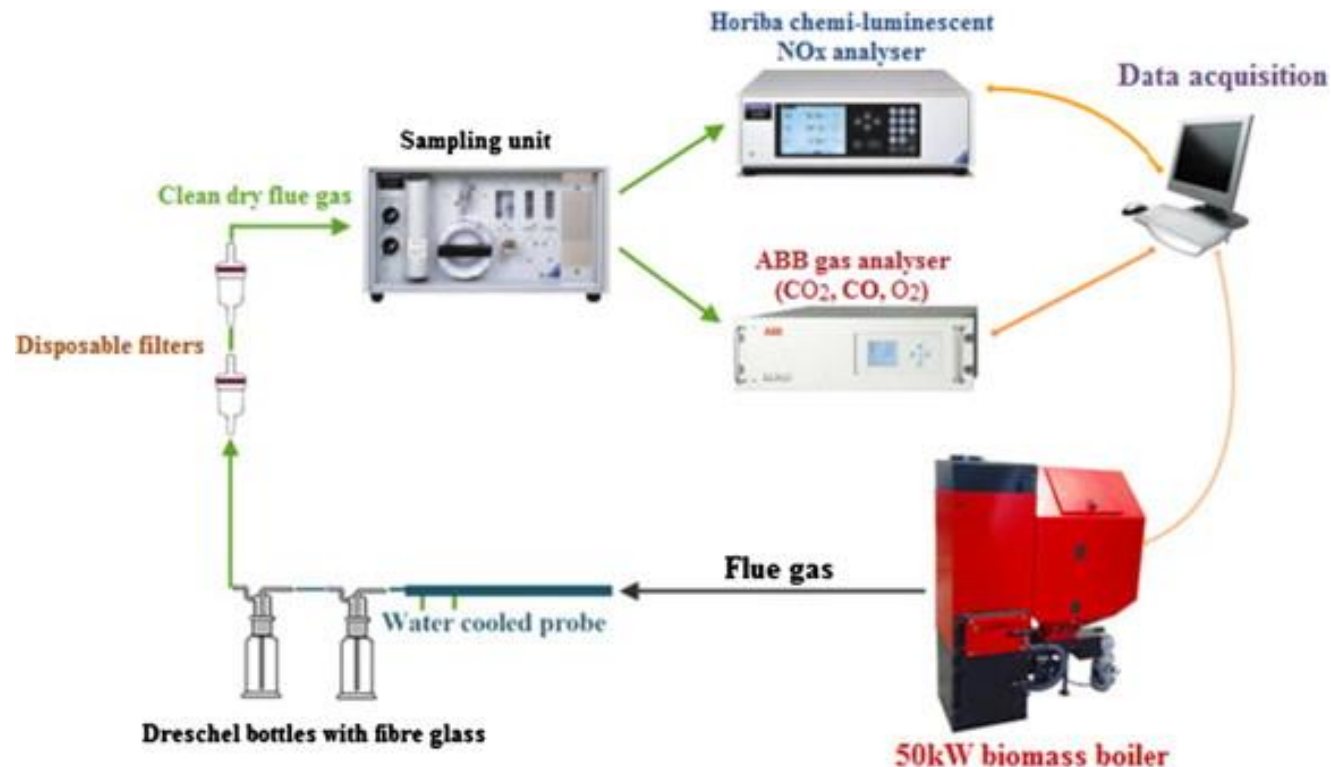


NO_x measurements in biomass boilers



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- Set-up for measurements of NO_x from boilers



- By Measurements NO_x is normally found in the range 100-250ppm, dependent on the wood pellet (biomass) and combustion temperature
Hao Liu et al, Control of NOx emission of a domestic/small scale biomass pellet boiler by air staging, Fuel, 103, 792, 2013

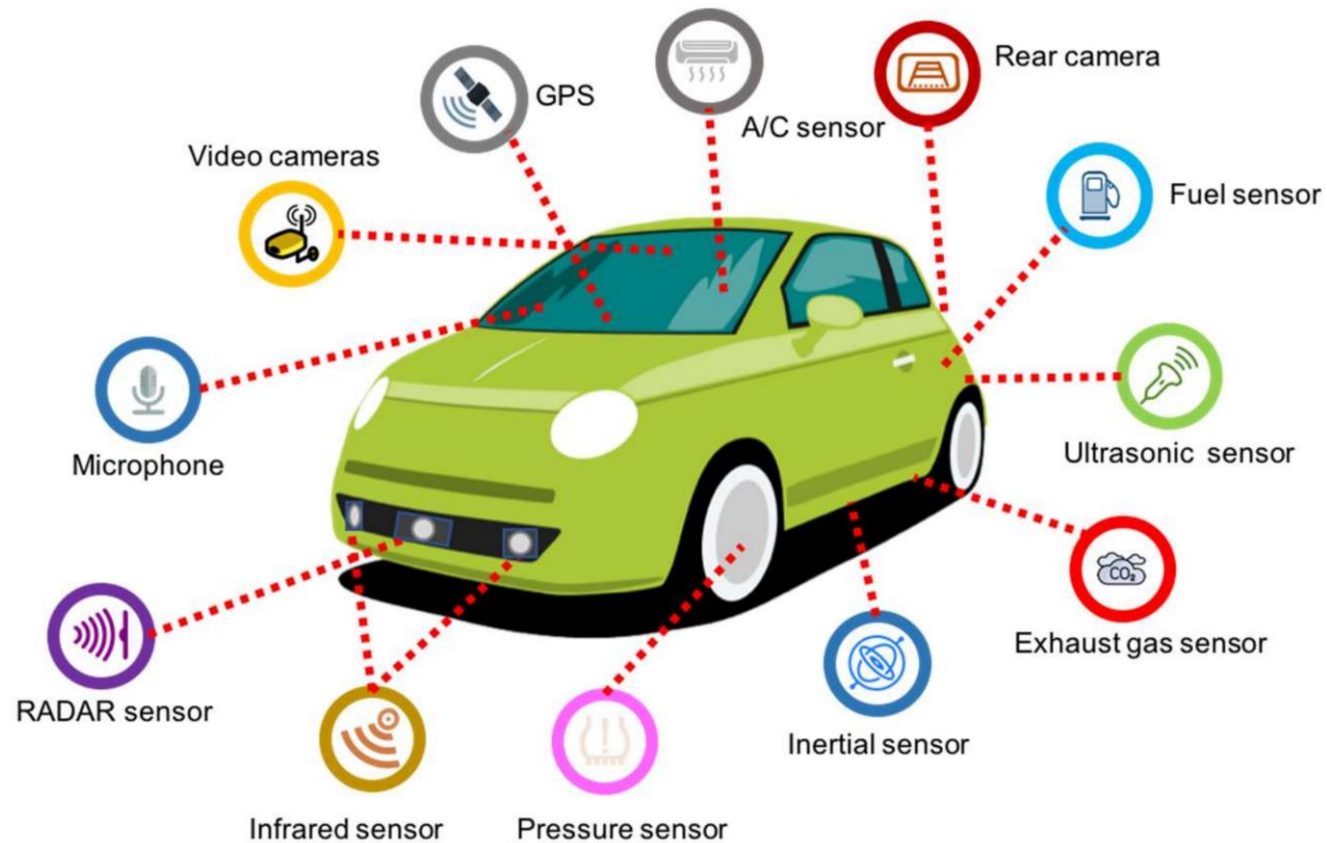
Optimization of SCR to cars and small combustion units

- Optimization of the catalyst
 - More efficient
 - Cheaper
 - Environmental better
- Optimization of the reductant
 - Ammonia based systems seems most promising
 - Saftety and handling should be considered



Combustion improvement by use of sensors

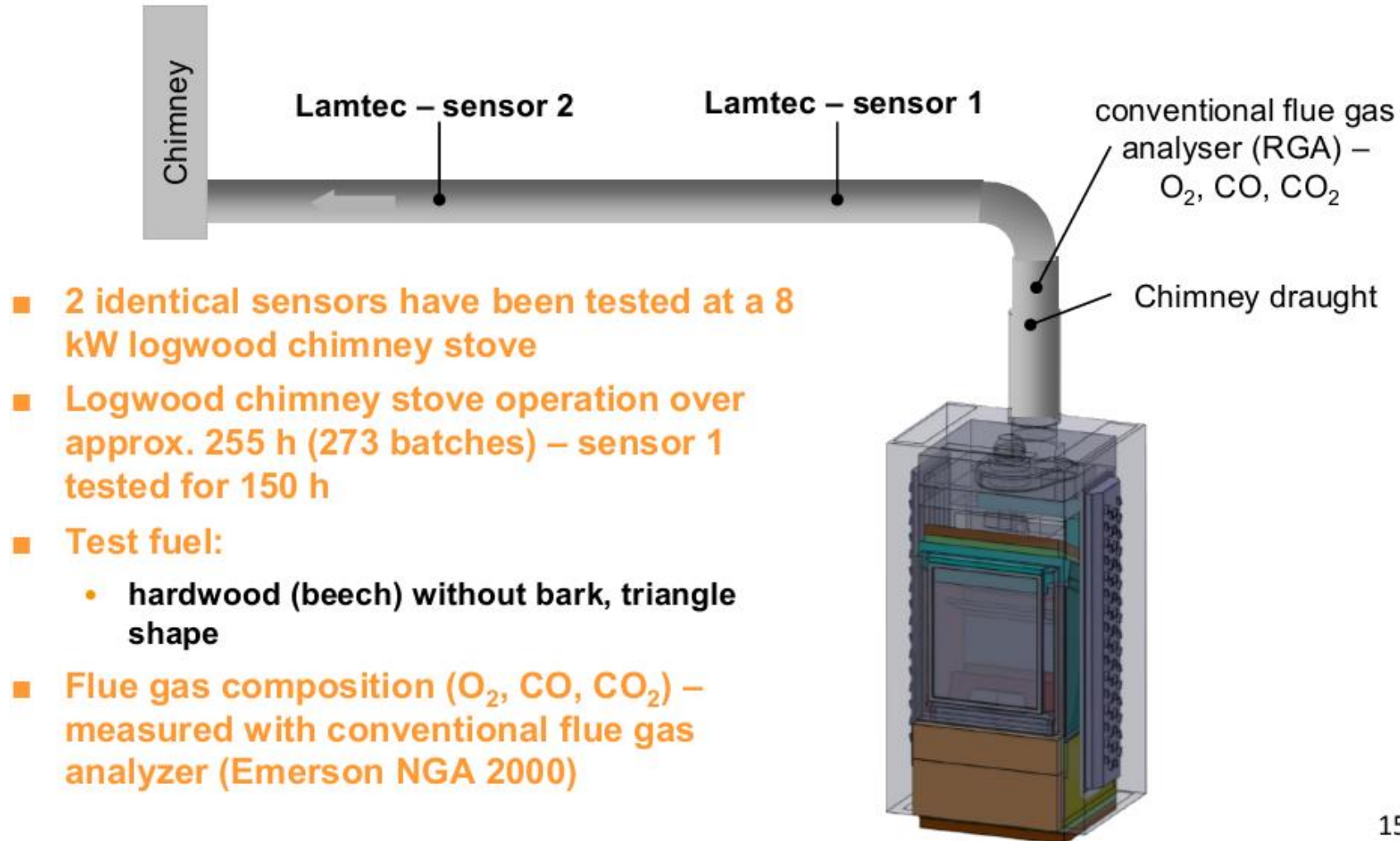
Sensors from automobile industry



Sensor technology

- **Limited (but growing) number of available sensors**
 - O₂ sensors usually based on solid electrolyte principle (e.g. from NGK Spark Plug, Bosch, LogiDataTech, Scantronic, Heraeus)
 - CO & combination sensors (O₂ & CO) based on solid electrolyte or semiconductor principle (e.g. LAMTEC, FIGARO, Scantronic, SenSiC)
- **Long development & implementation time span for new sensors**
- **Oxygen sensors**
 - In general good accuracy, little cross sensitivity, good long term stability
- **Sensors for CO & unburned gases**
 - Combined signal for all unburned components (still rather poor selectivity for single components)
 - Noticeable cross sensitivities (oxygen, moisture, temperature)
 - Improvable accuracy & long term stability, but reliable trends & ranges

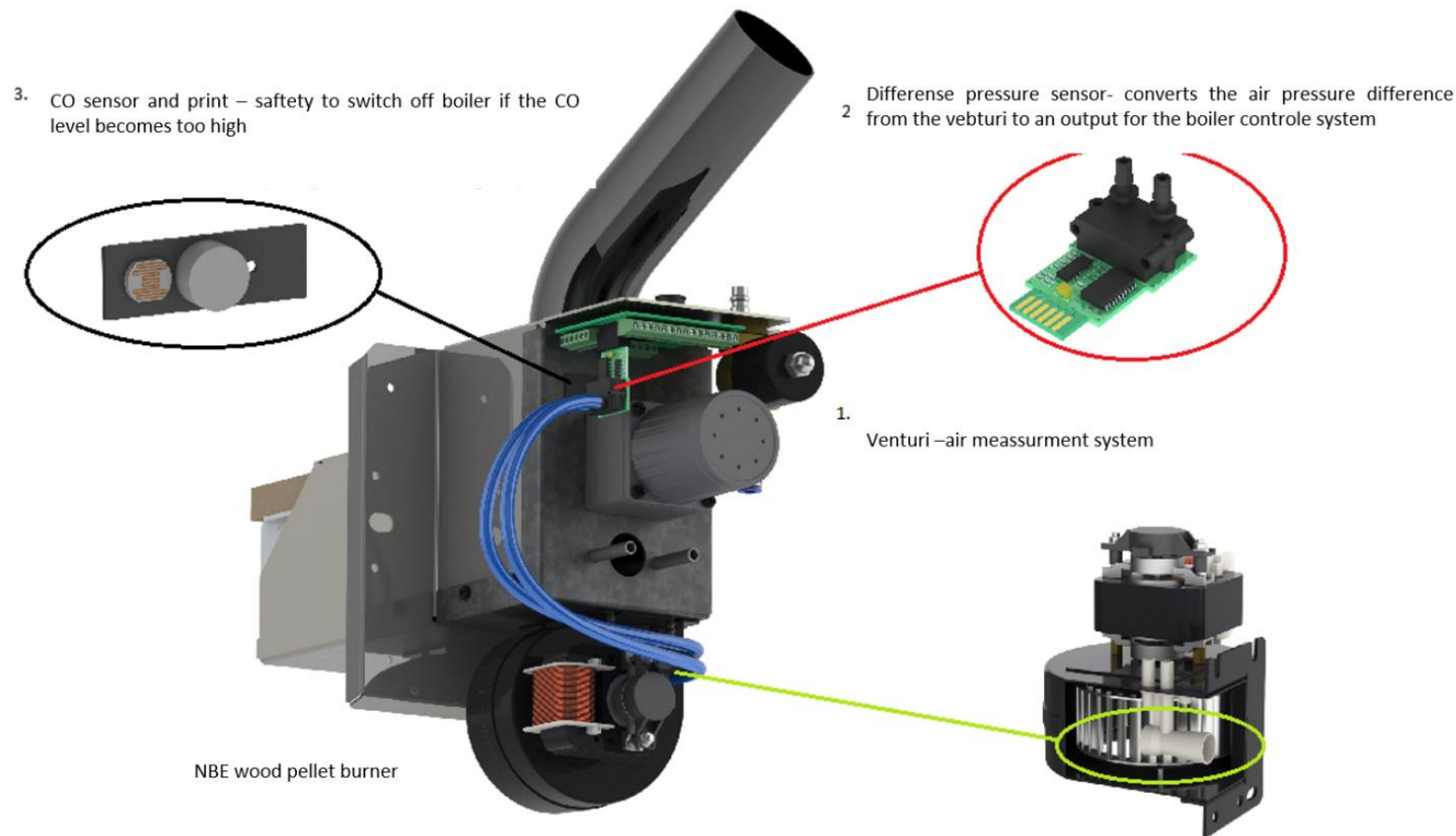
Test on wood stoves



Sensors in boilers



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- Efficiency increased to 92% (5%points)
- CO is reduced with 69%
- OGC is reduced with 58%

EUDP, Intelligent brænder

Conclusions

- Technology transfer is an obvious road to explore
 - Catalysts
 - Filters
 - Sensors
 -

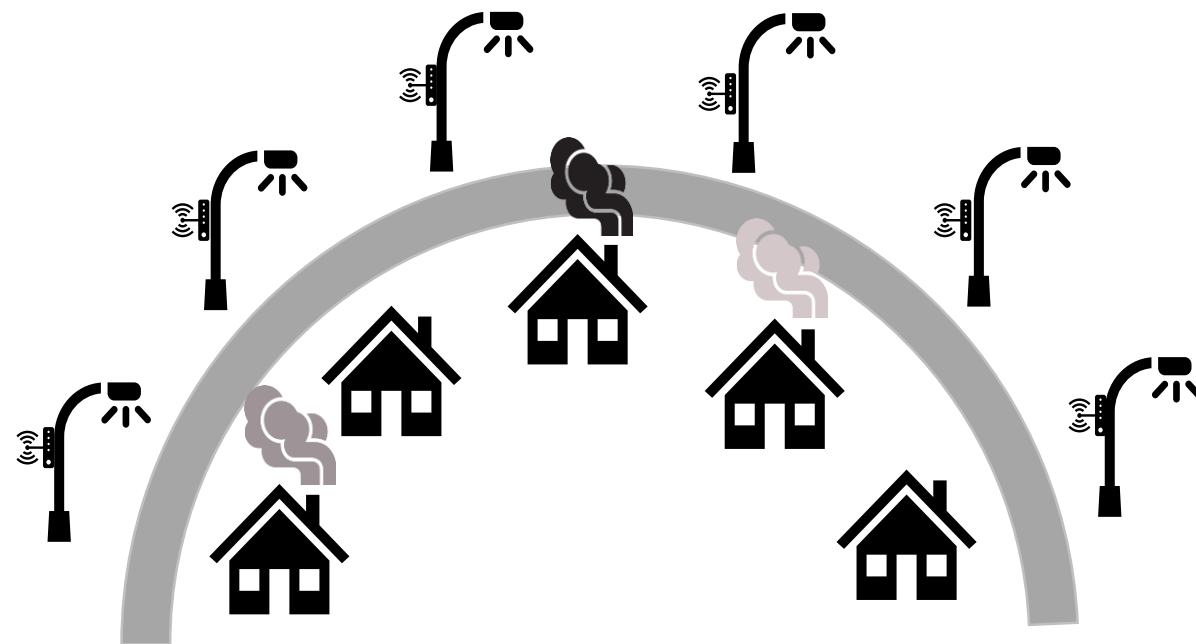
- Considerations:
 - Cost
 - Differences in combustion (e.g. Lambda, temperature, pressure/draft etc)
 - Lifetime on secondary technology



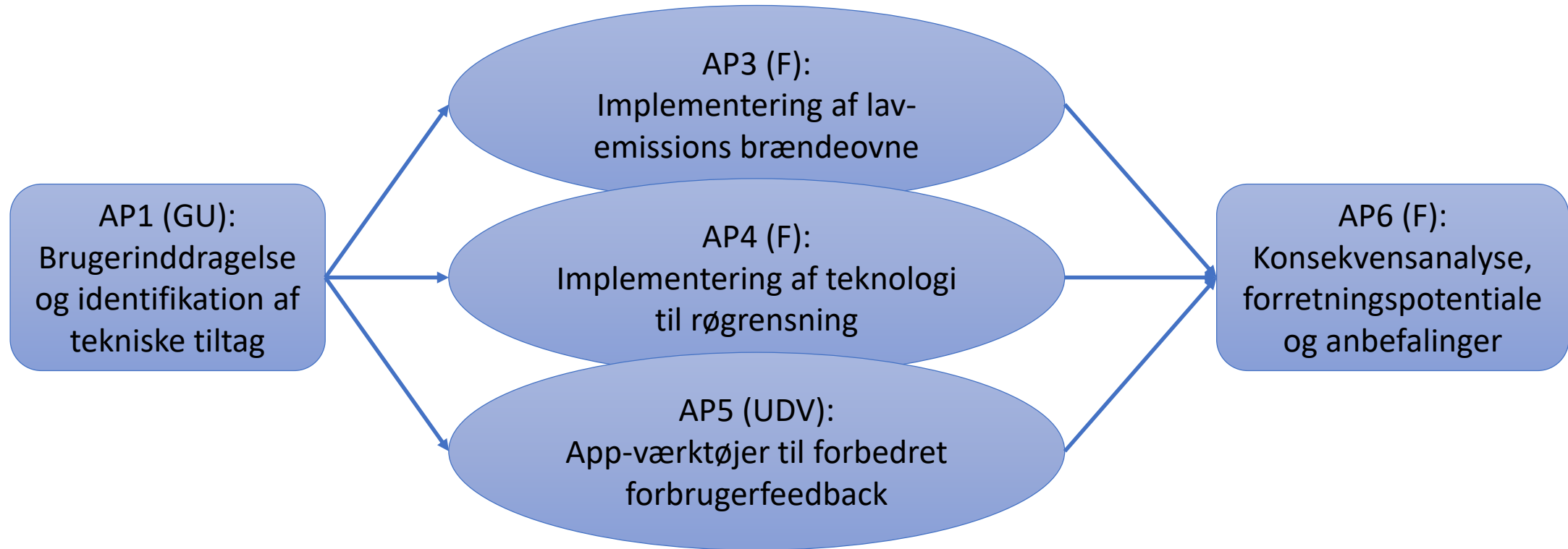
NYT FYRTÅRNSPROJEKT:

Testzone

- Karakterisering af real-life effekter af emissionsreducerende tiltag
 - Teknologi
 - Adfærd



AP2 (F): Remote sensing, kontrolrum og løbende kvantificering



AP7 (F): Projektledelse og formidling



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Thank you for your attention

Questions?

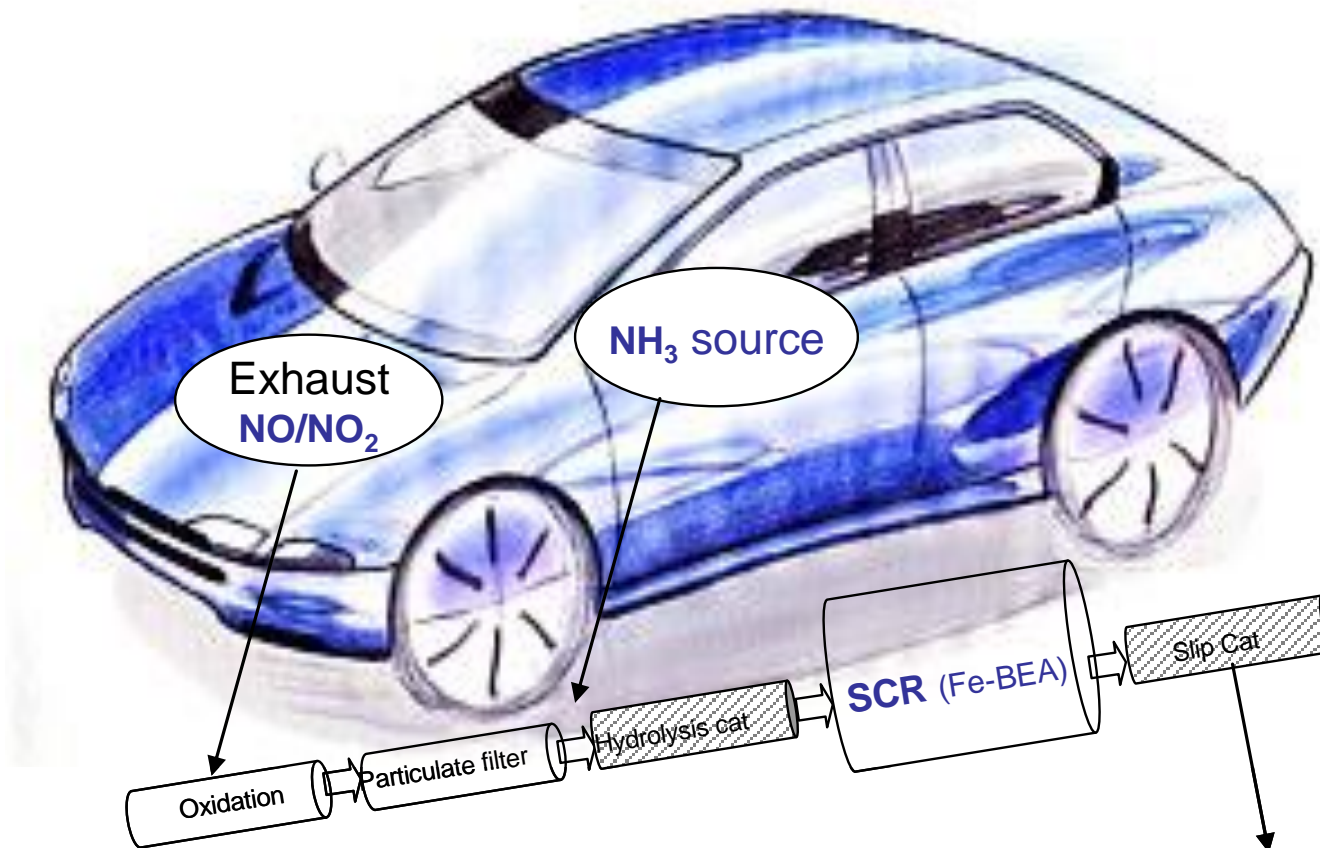


Optimization of reductant



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- Solutions of urea, $(\text{NH}_2)_2\text{CO}$, is often used as NH_3 source (AdBlue):
 - $\text{Urea} \rightarrow \text{NH}_3 + \text{HNCO}$ ($t > 160^\circ\text{C}$)
 - $\text{HNCO} + \text{H}_2\text{O} \rightarrow \text{NH}_3 + \text{CO}_2$ (hydrolysis catalyst $t > 200^\circ$)



Evaluation of sensor technology

■ Overall

- **Reliable determination of current combustion condition at all times during whole evaluation period**

■ O₂ & CO determination

- **The sensor can well reproduce the O₂ trend over the entire range of operation of a wood stove (relative deviation: -6 to +7 %)**
- **Slightly higher deviation could be observed for O₂ values lower than 5 vol% d.b. and higher than 14 vol% d.b.**
- **The sensor supplies stable CO signals and can reproduce the CO trend over the entire measurement range.**
- **For CO values higher than 1,500 ppmv the relative deviation increases up to 80%**