

# Analysis of Hydrocarbons by In-Line GC/MS

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This project was a cooperative effort between Shimadzu Scientific Instruments, Inc., Columbia, MD and The University of Virginia Department of Engineering, Charlottesville, VA



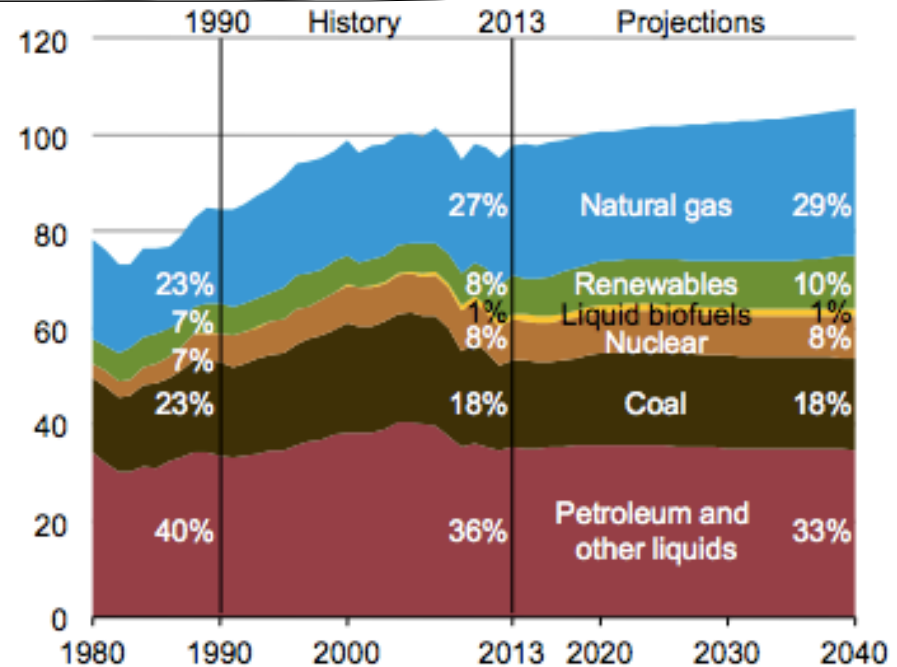
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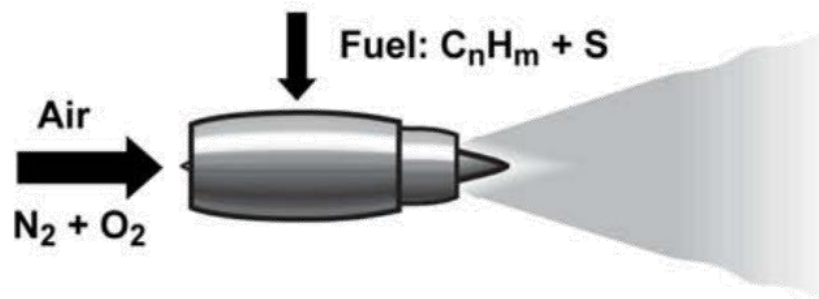
Rolls-Royce®

# Motivation

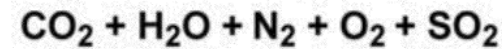
- Liquid fuels are also one of the major sources of energy driving the aviation industry
- Use of these fuels are connected to emissions
- Studies have linked soot to adverse impact on human health and environment



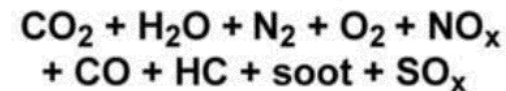
Annual Energy Outlook, 2015



**Complete combustion products:**

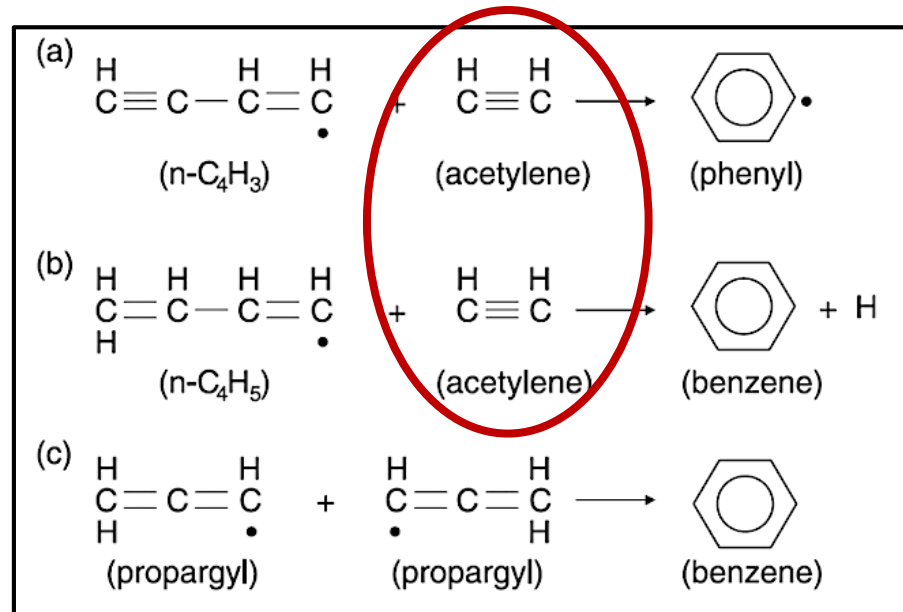
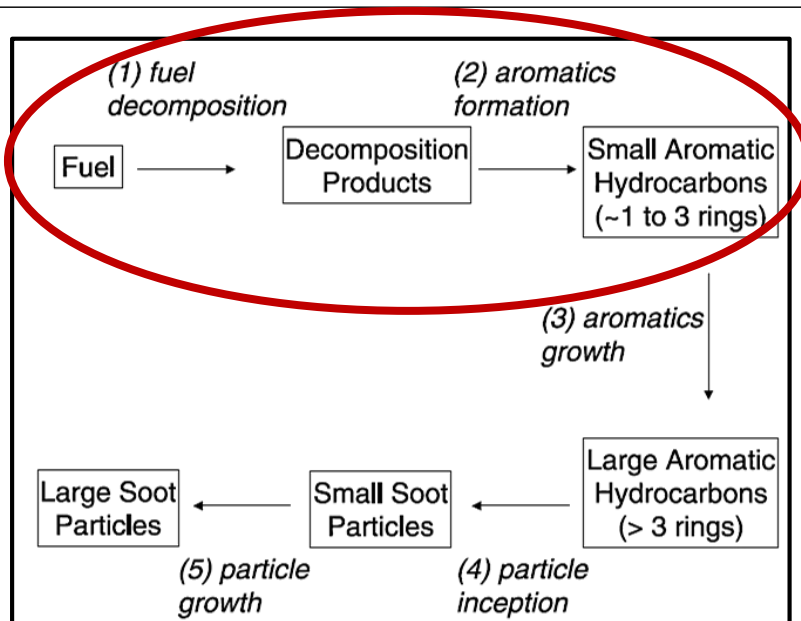


**Actual combustion products:**



David et al., Atmos. Environ. 43, (2009)

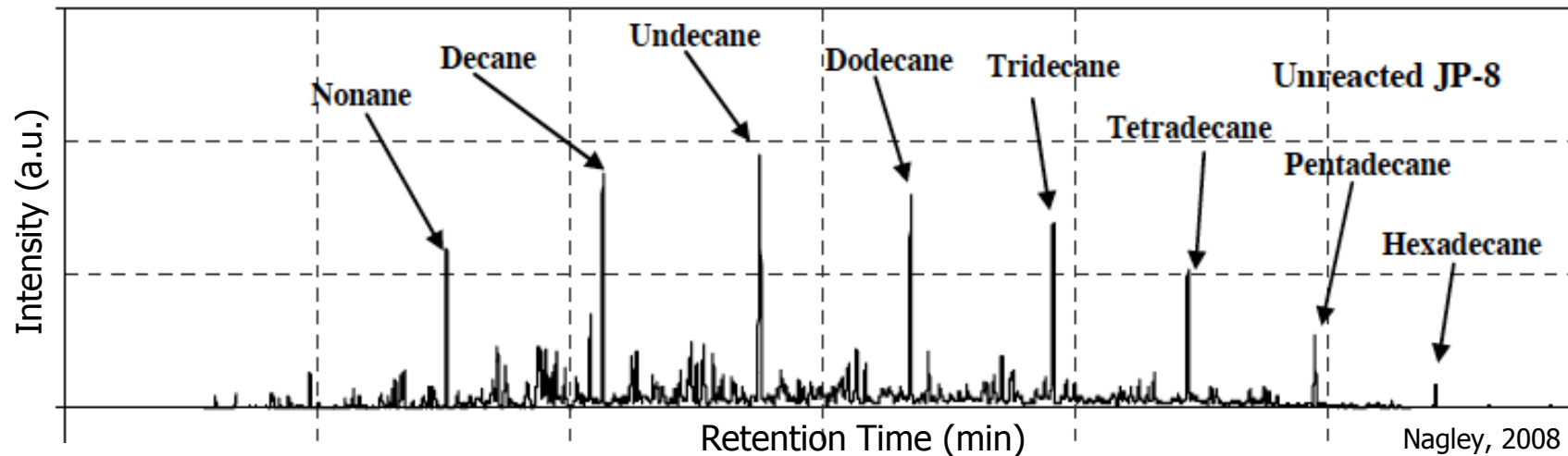
# Motivation



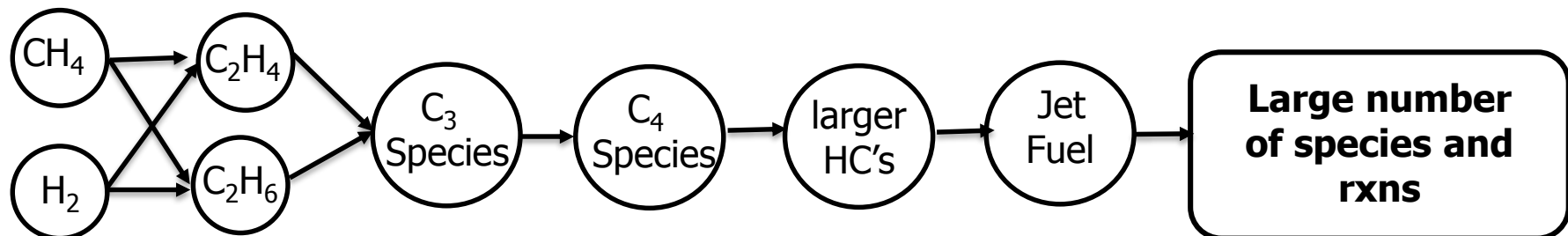
- Soot formation is a combination of complex chemical and physical processes
- The dominant pathway to soot formation varies with fuel composition
- $\text{C}_2\text{H}_2$  as an important soot precursor
- $\text{aC}_3\text{H}_4$ ,  $\text{pC}_3\text{H}_4$ ,  $\text{C}_4\text{H}_6$  plays significant role soot growth pathways

Detailed Soot Model = Gas Chemistry Model + Soot Particle Dynamic model

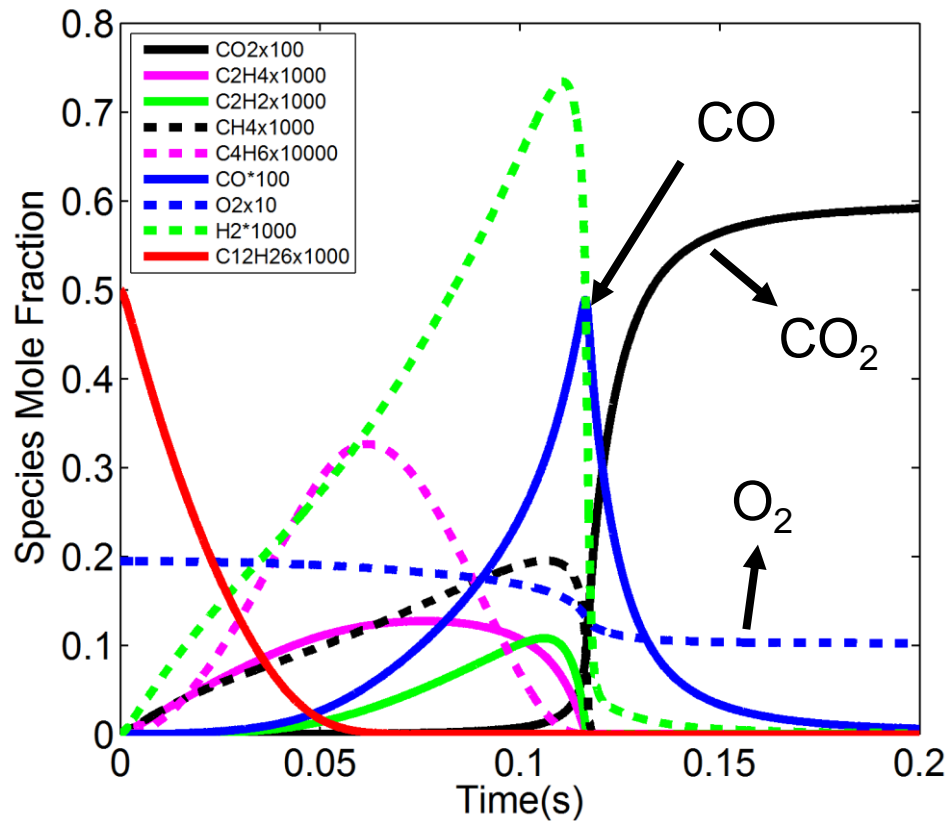
# Background: Detailed Mechanisms



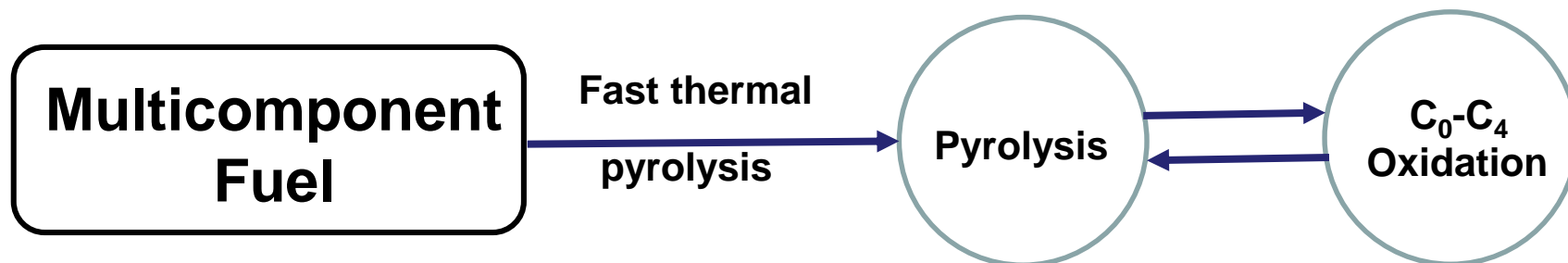
- Commercial and military aviation fuels are complex mixers of hydrocarbons
- Consists of n-paraffins, isoparaffins, cycloparaffins and aromatics
- A reactive system involving these fuels will have huge number of additional stable and radical species



# Reaction Chemistry

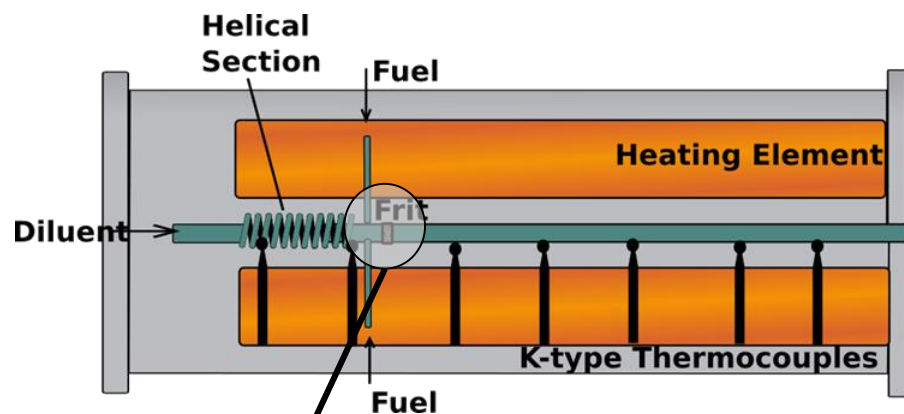


- Dodecane oxidation (JetSurF 2.0)
- $\phi = 0.5$
- Nitrogen = 98%
- $T=1050$  K,  $P=1$  atm

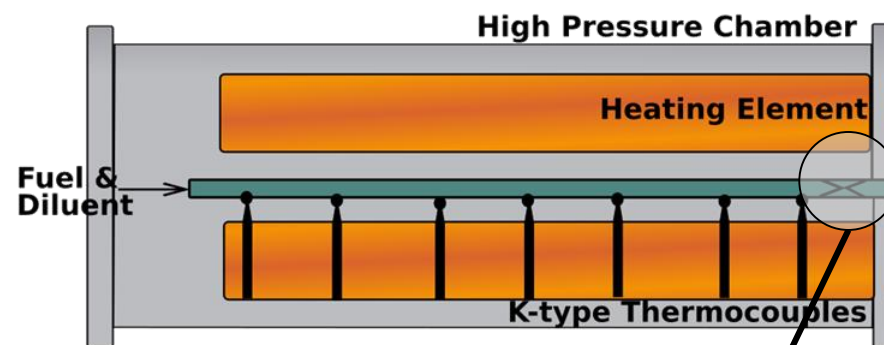




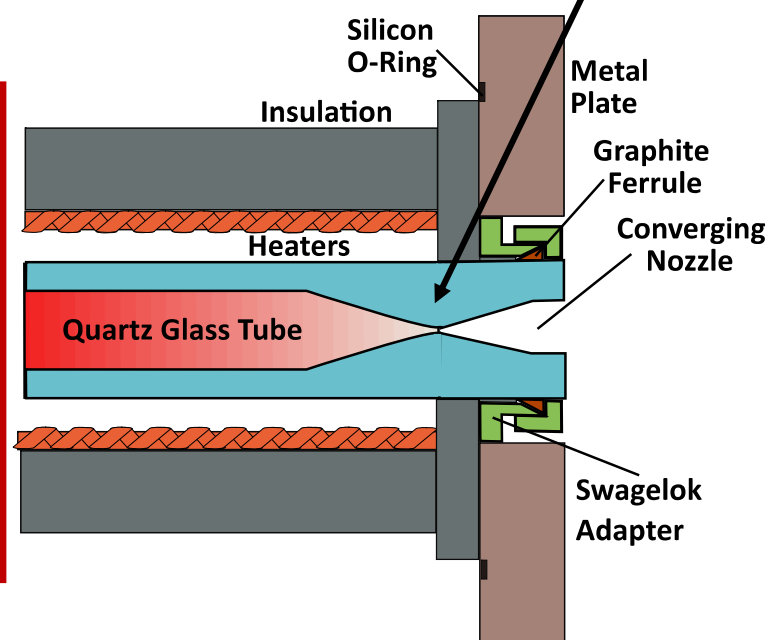
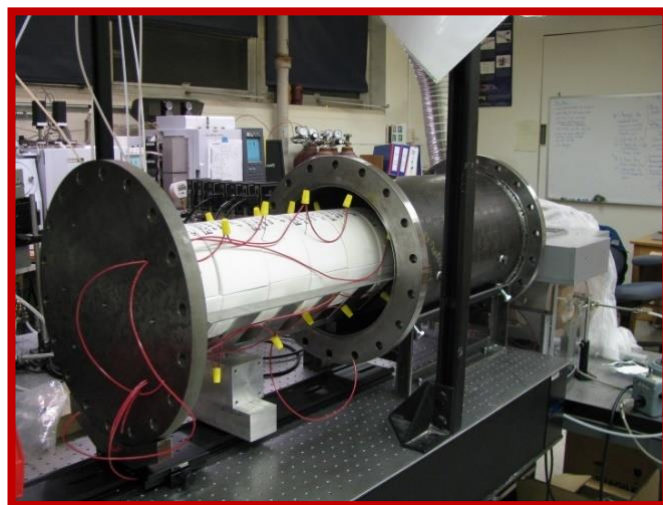
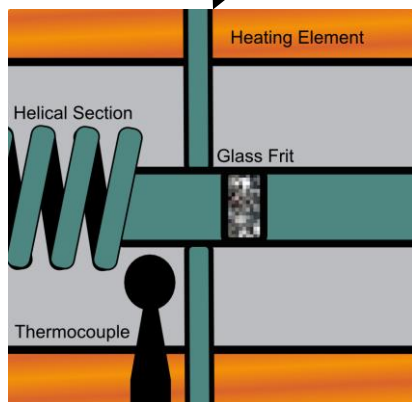
# Reactor Design



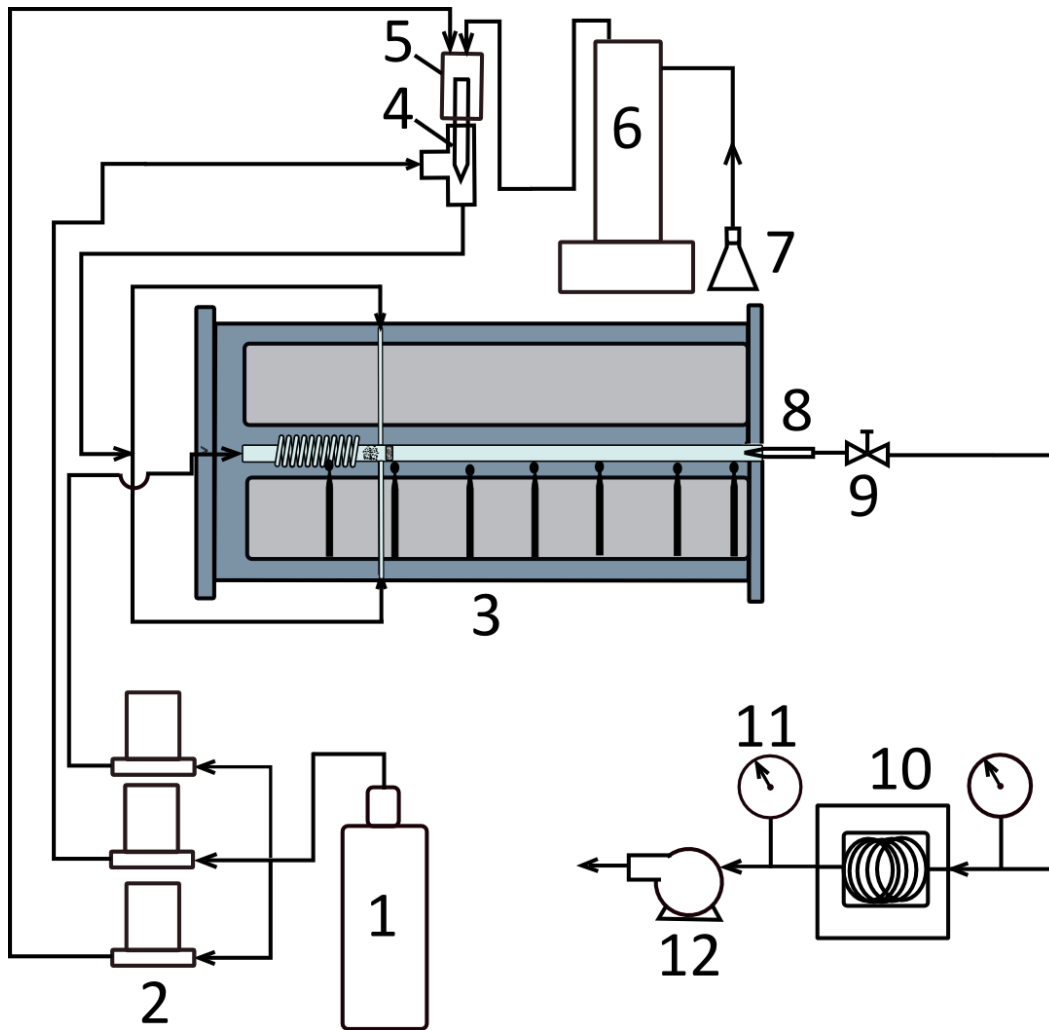
Atmospheric pressure reactor



High pressure reactor



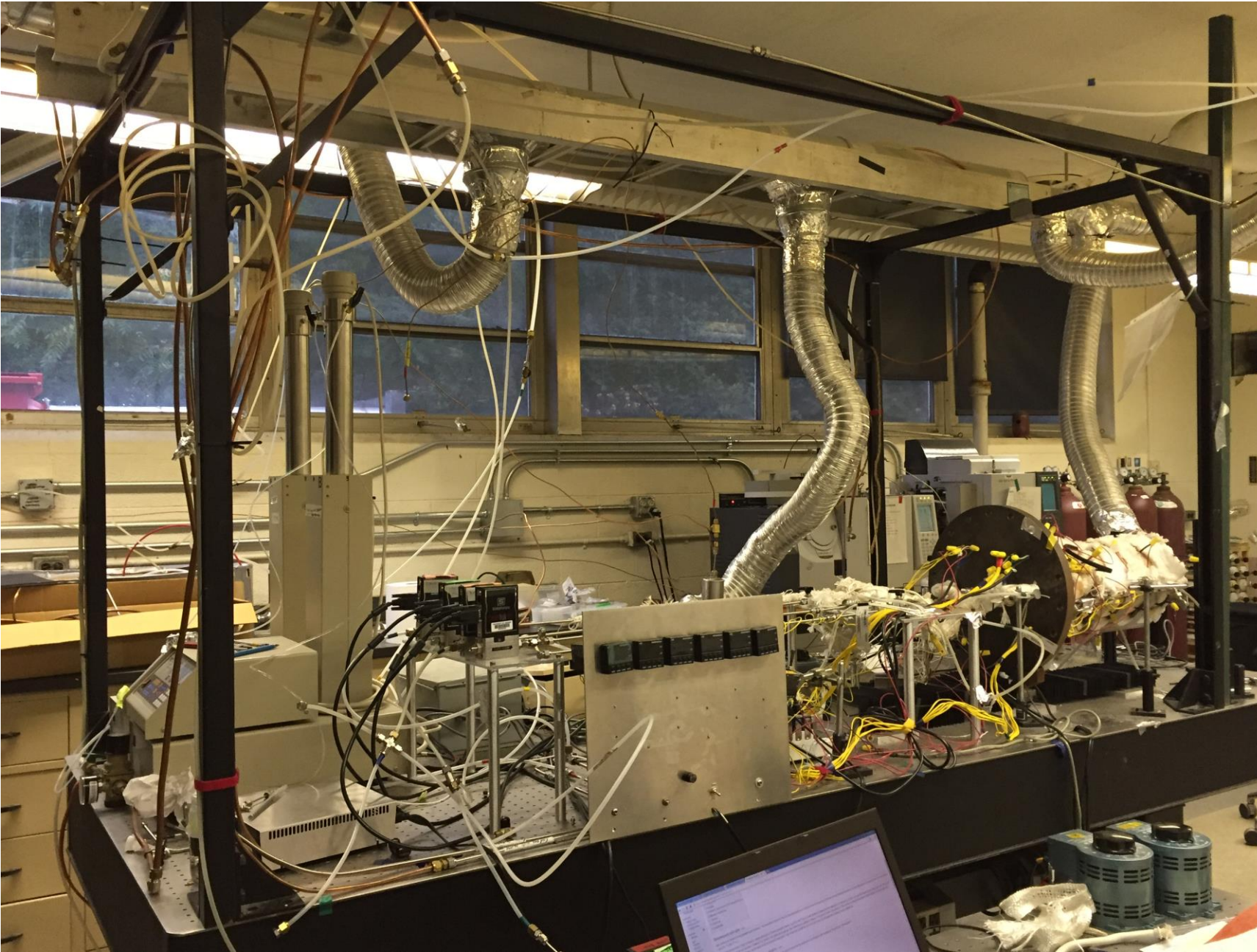
# Experimental setup



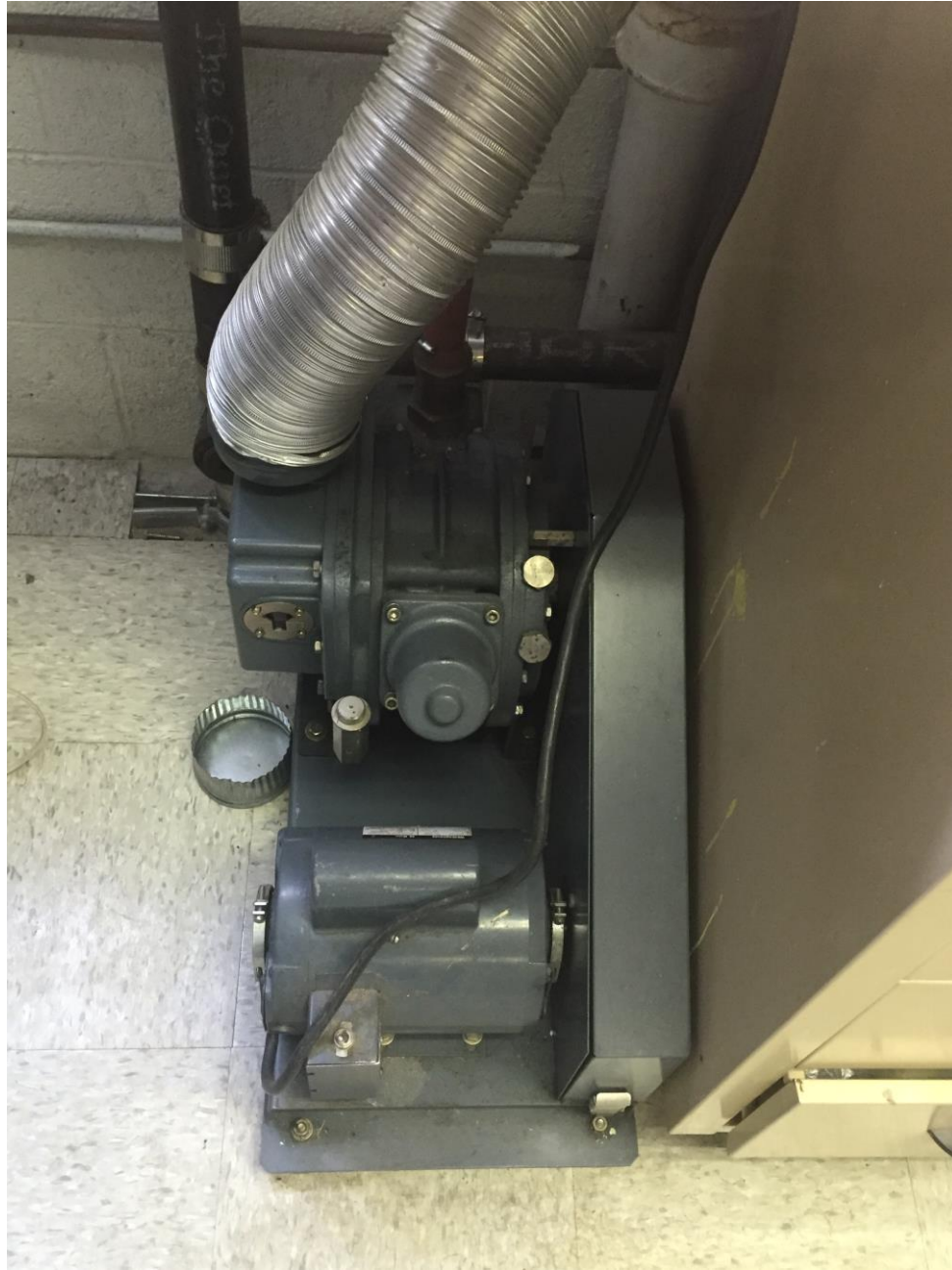
Schematic of experimental setup showing: 1 - nitrogen gas cylinder; 2 - mass flow controllers; 3 - micro flow reactor in vented high-pressure enclosure chamber; 4 - fuel atomizer; 5 - atomizer housing; 6 - liquid fuel pump; 7 - fuel reservoir; 8 - quartz microprobe; 9 - needle valve; 10 - GCMS system; 11 - pressure gauge; 12 - vacuum pump.



# The Reactor



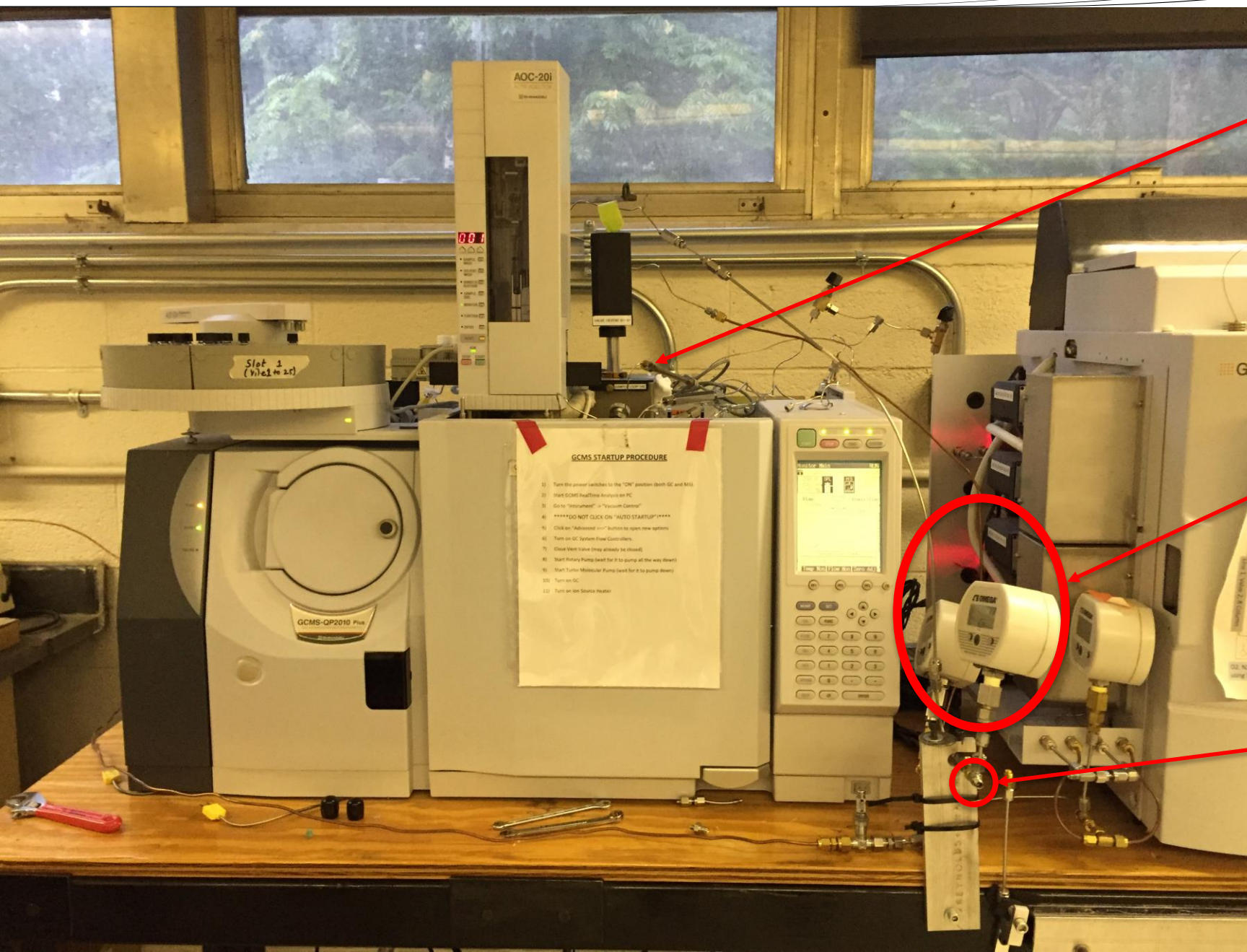
# Vacuum Pump



The pump maintains a pressure of 0.5 atmosphere on the sampling system.



# The GC/MS



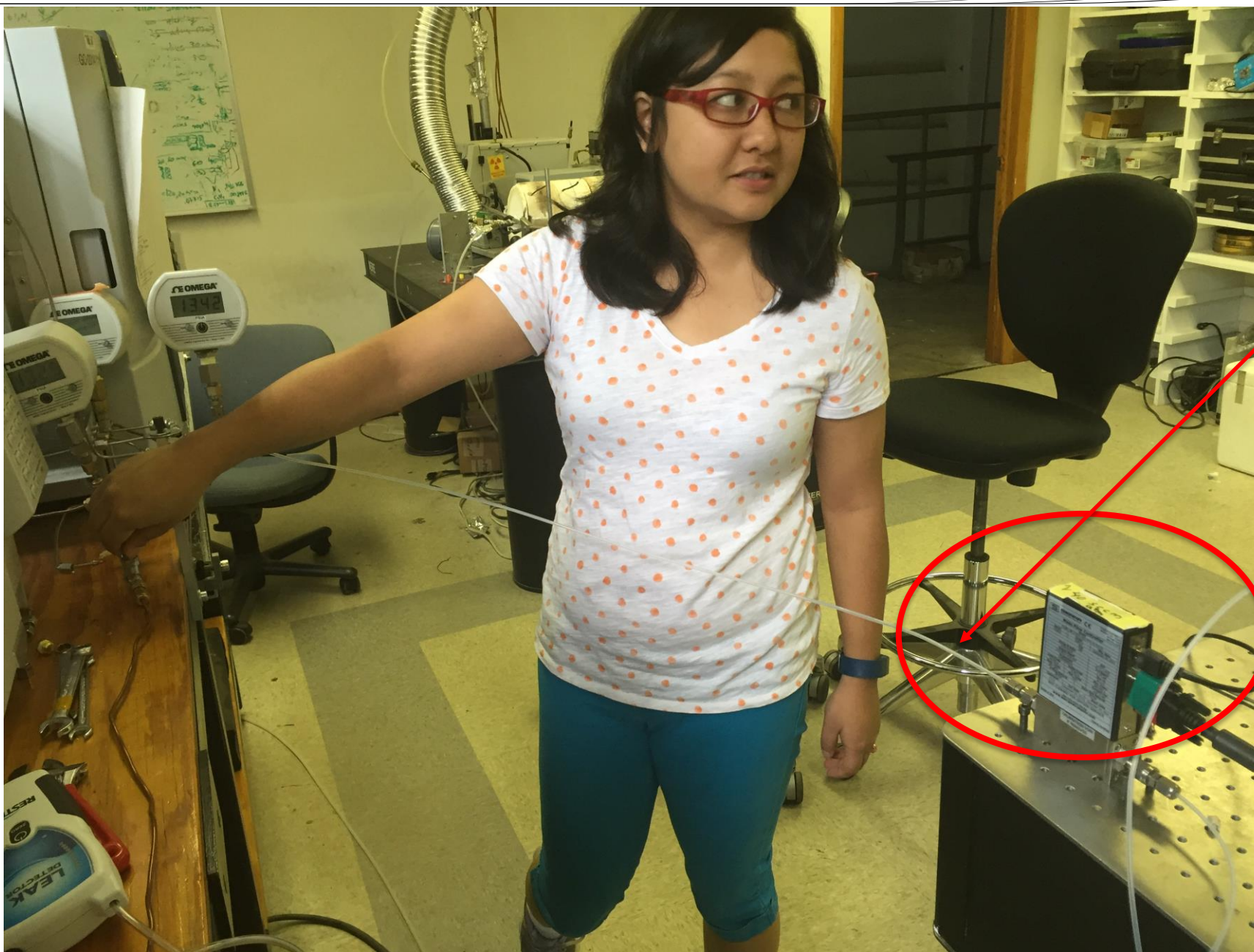
6-port valve in a heated enclosure

Gauges for monitoring vacuum status. One is on the in-line to the valve. One on the exit-line.

Connection to the reactor. The GC/MS is running in liquid mode so the line is disconnected in this photo.



# Connection to the GC/MS

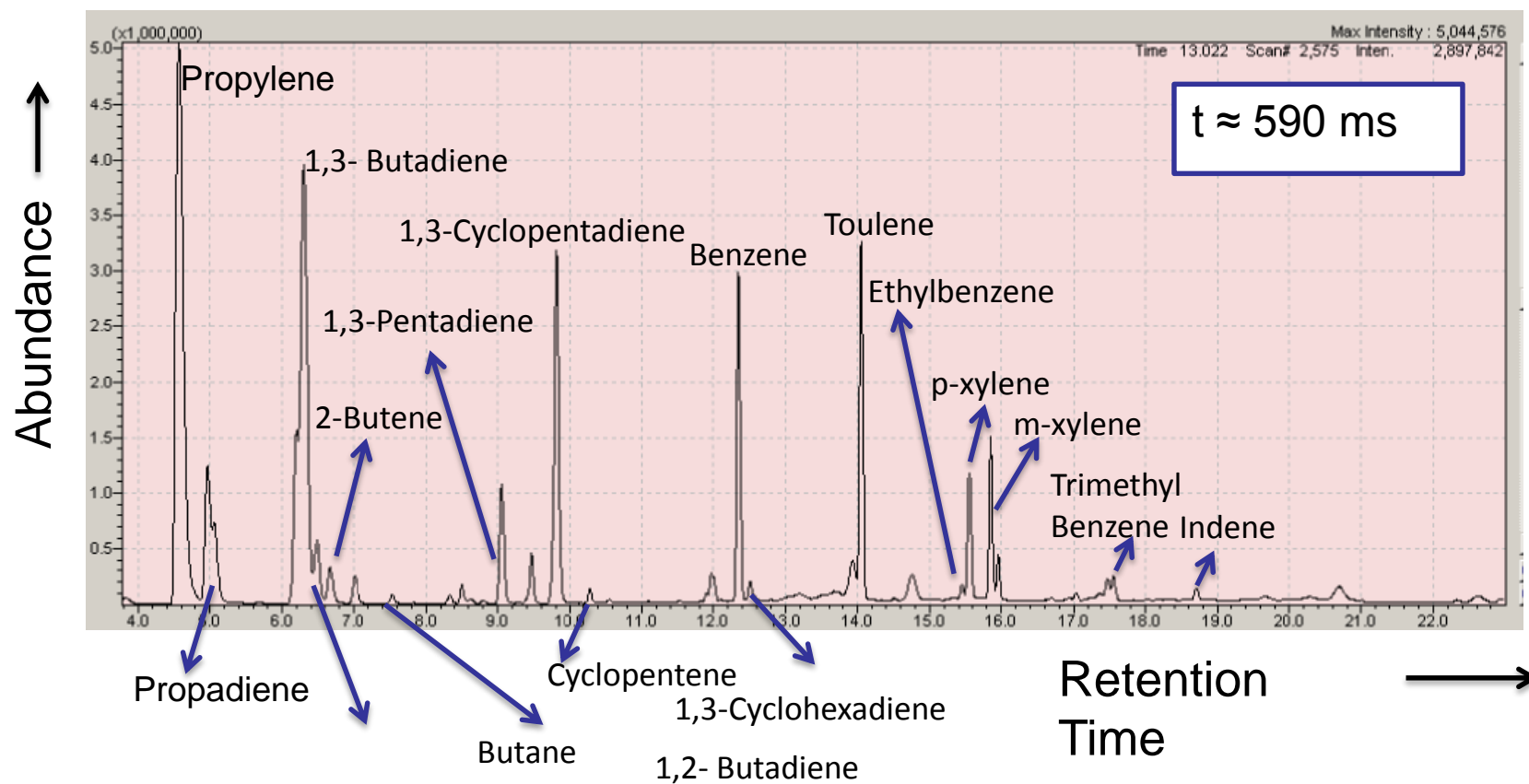


Line to GC/MS

The heater jacket is not installed on the line in this photo.

Mass flow controller  
Controls the flow  
out of the reactor.

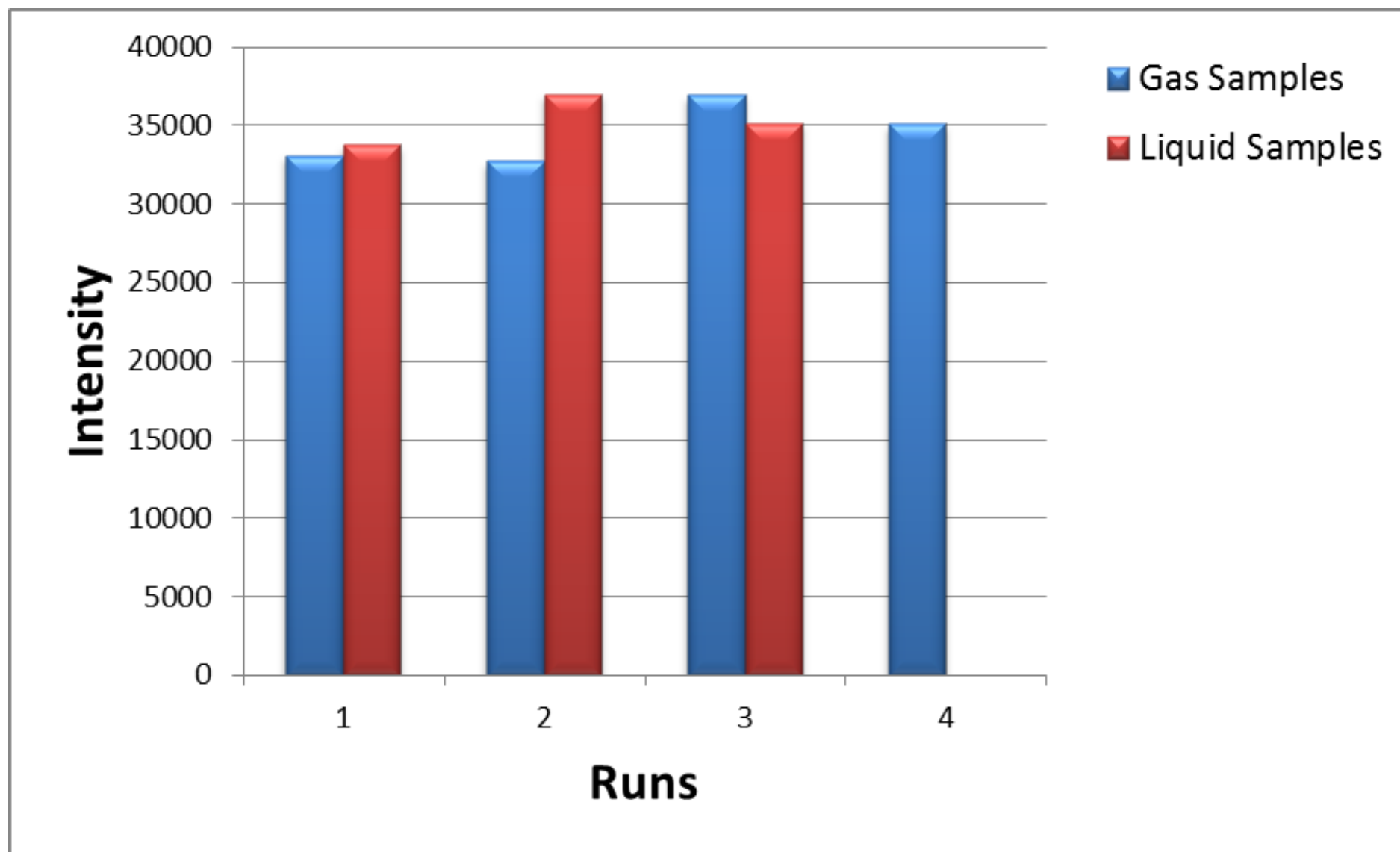
# GC-MS Chromatogram (JP-8)



# Analytical Goal

- Actual Samples will be gaseous and at high temperatures
- Gas standards are only available for lighter compounds
- There is a need to calibrate the instrument for heavier compounds
  - Naphthalene
  - Anthracene
- We are establishing correlations between available gaseous standards and standards of the same components in solutions
  - Hexane
  - Benzene
  - Cyclohexene (future work)

# Preliminary Results (290 ppmv hexane)





# References

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