

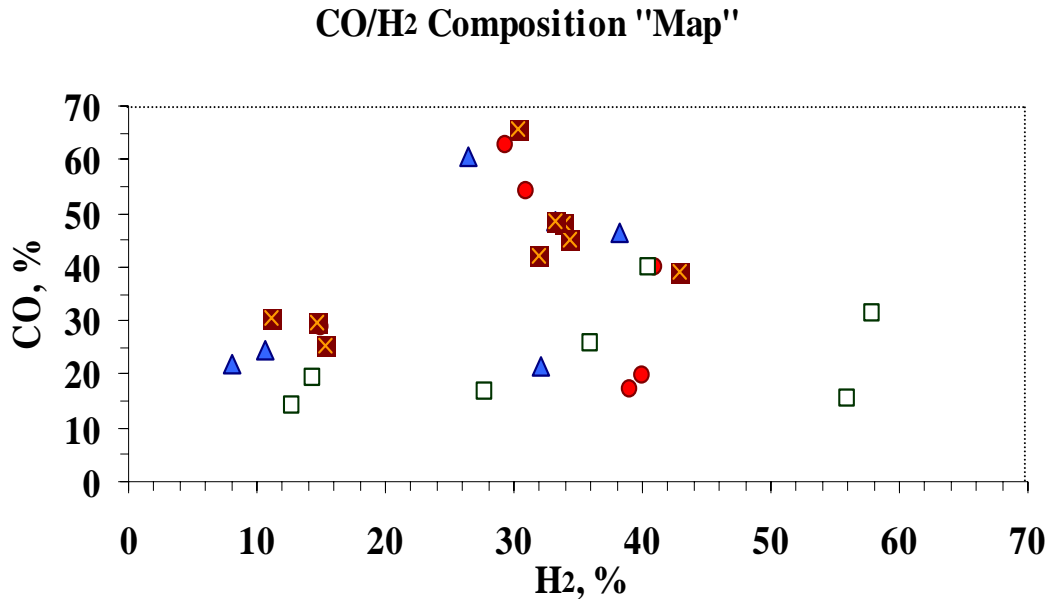
*Combustion Institute (British Section) : Combustion technologies for reducing emissions of CO<sub>2</sub> to the atmosphere : Cambridge, December 2006*

Burning Velocities and Combustion  
Characteristics of Hydrogen-rich Syngases

Birute Bunkute and Barrie Moss

School of Engineering, Cranfield University

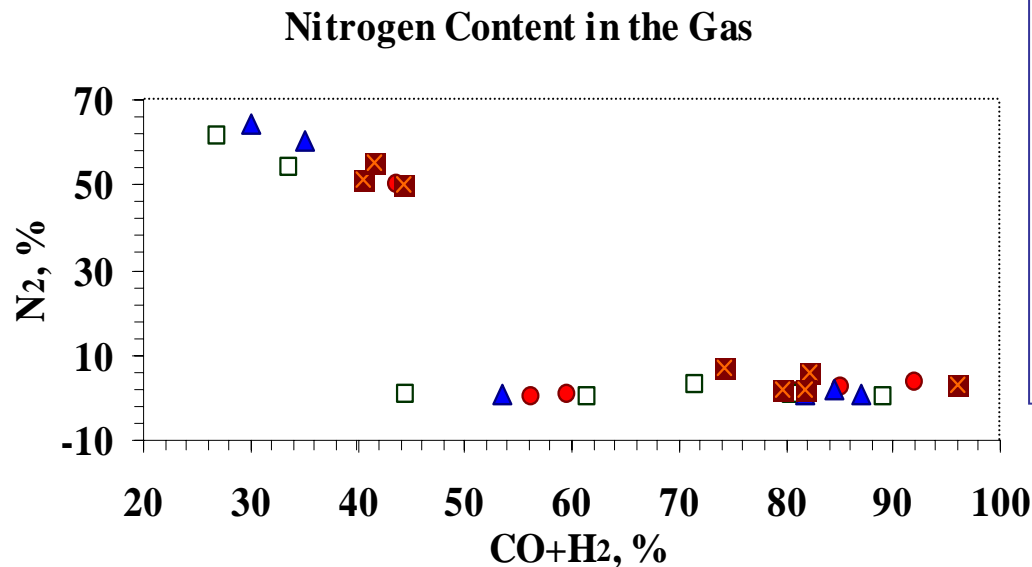
Typical IGCC syngas mixtures



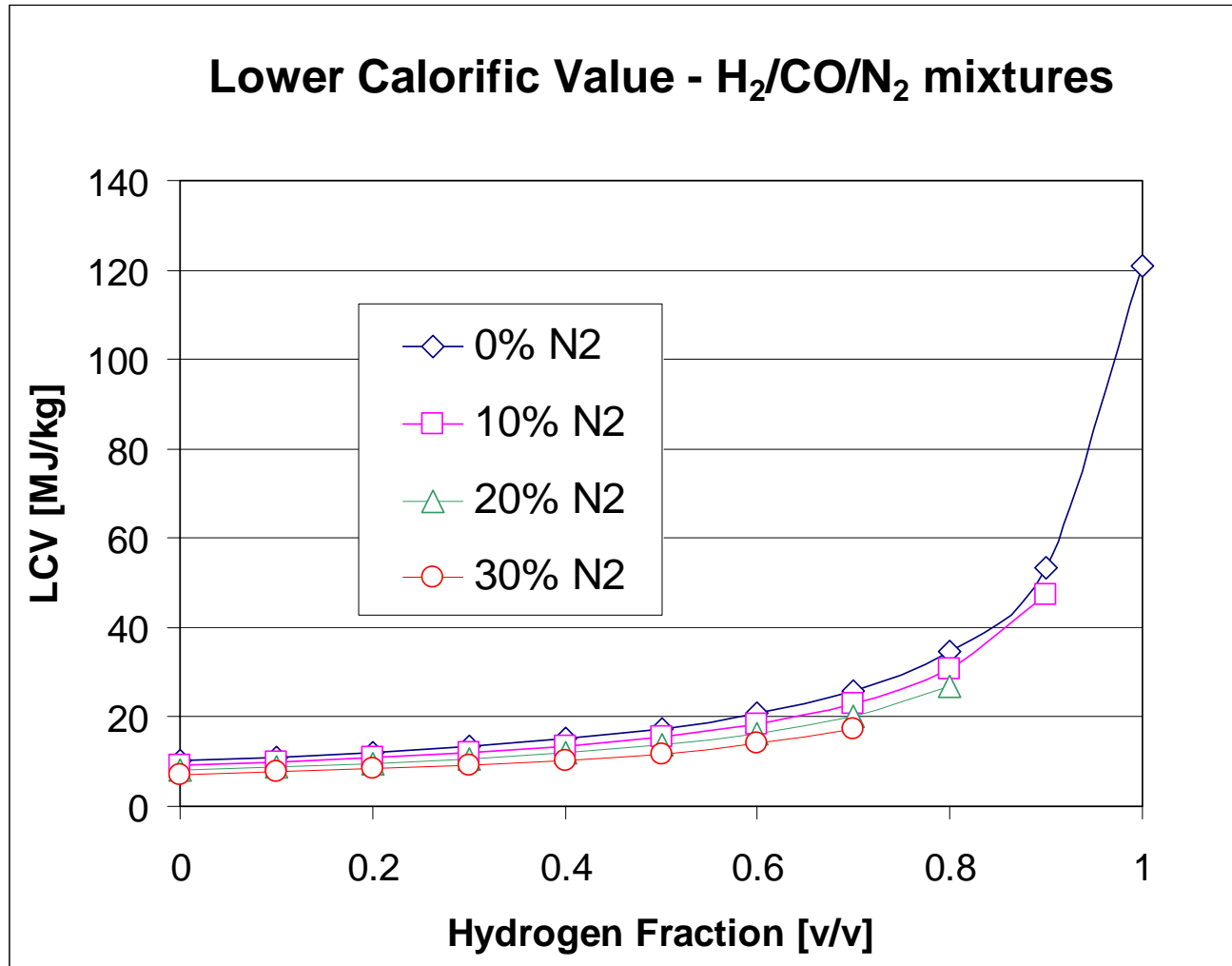
Coal Gasification

Typical syngas compositions - though primarily CO and H<sub>2</sub> (from the water gas reaction) - will vary (amongst other factors) according to :

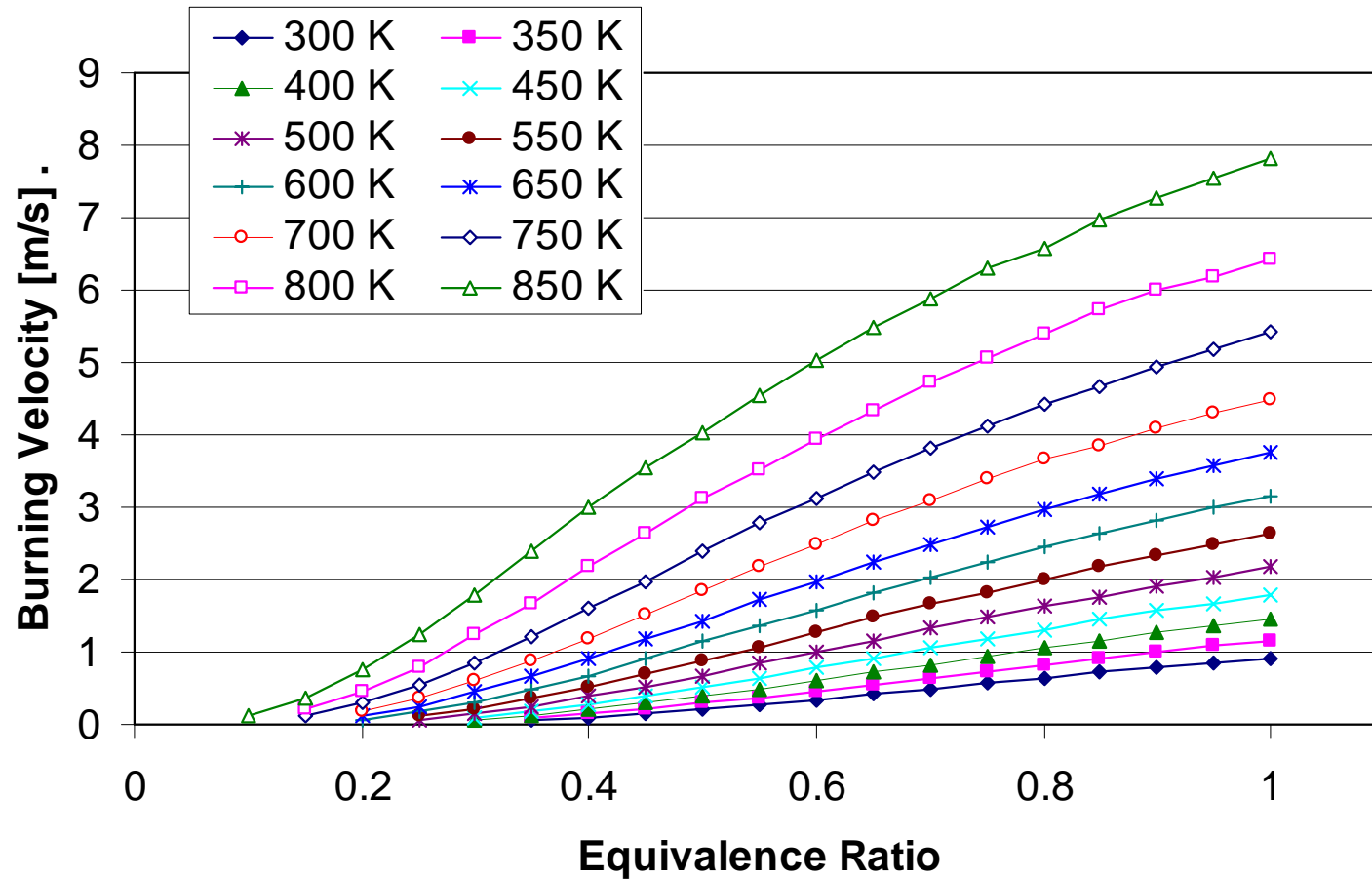
- the nature of the coal feed
- the relative proportions of steam and oxygen or steam and air employed
- the carrier gas for coal particles
- the operating temperatures and pressures



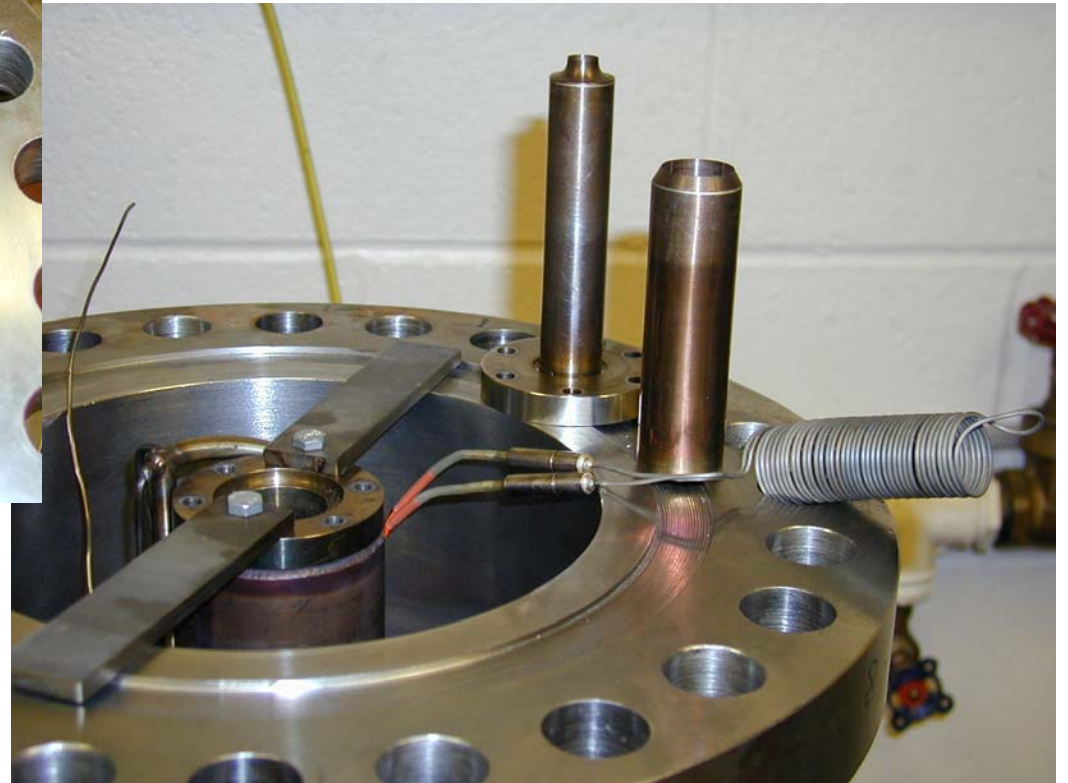
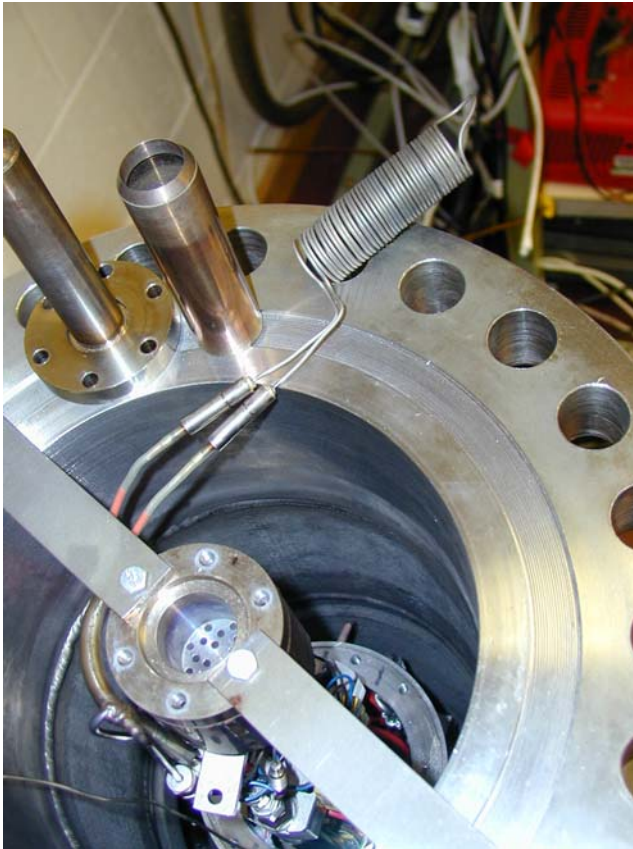
● Moving Bed □ Fluid-Bed ▲ Entrained-Flow × Projects

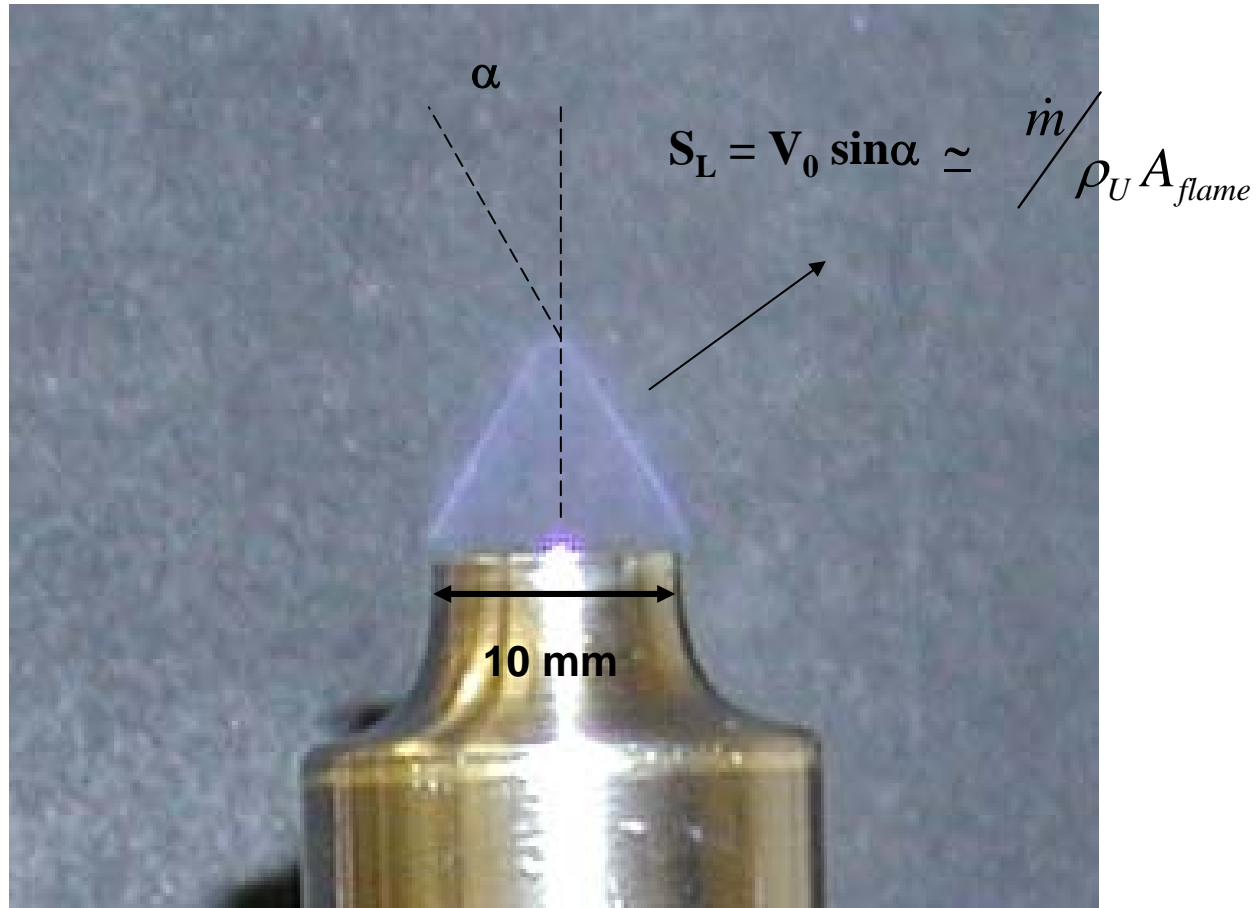


**Laminar Burning Velocity: 33% $H_2$ -67% $CO$  in air; 1bar**



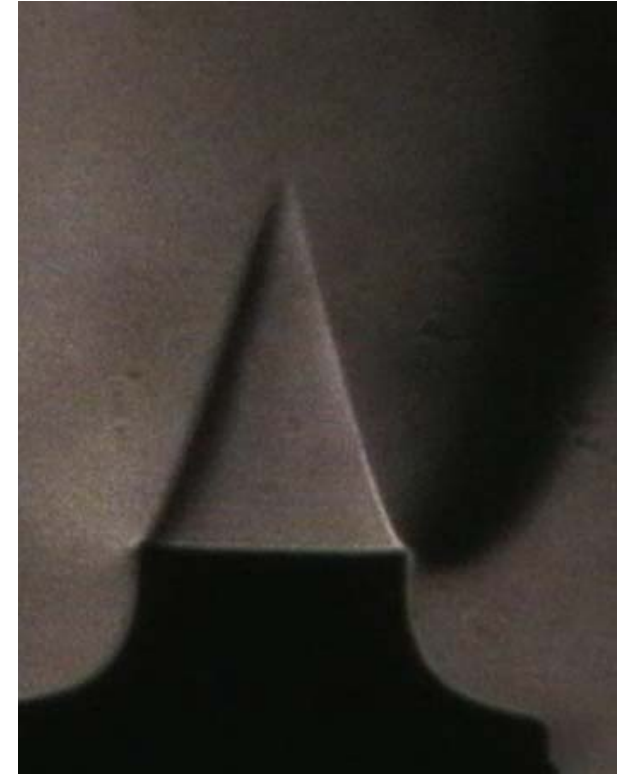
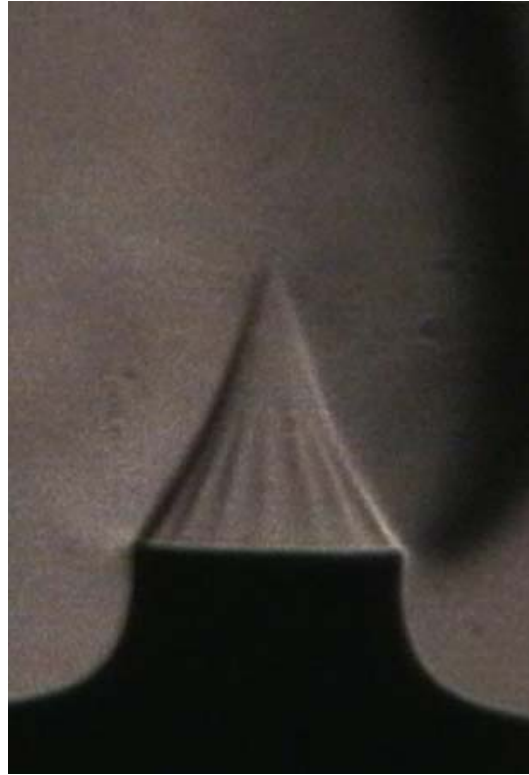
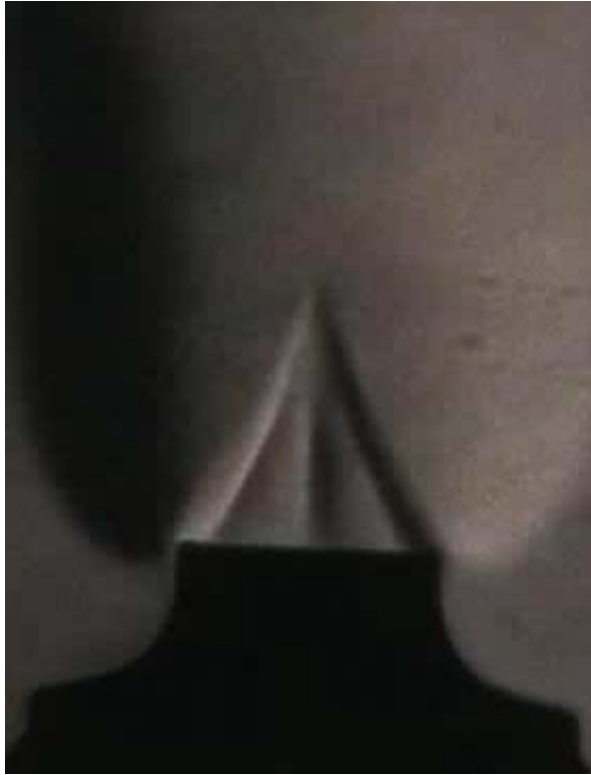
Numerical simulation : GRI mechanism





Lean premixed propane-air flame

Illustrative Schlieren images : 33% H<sub>2</sub> - 67% CO : 1bar, 20°C



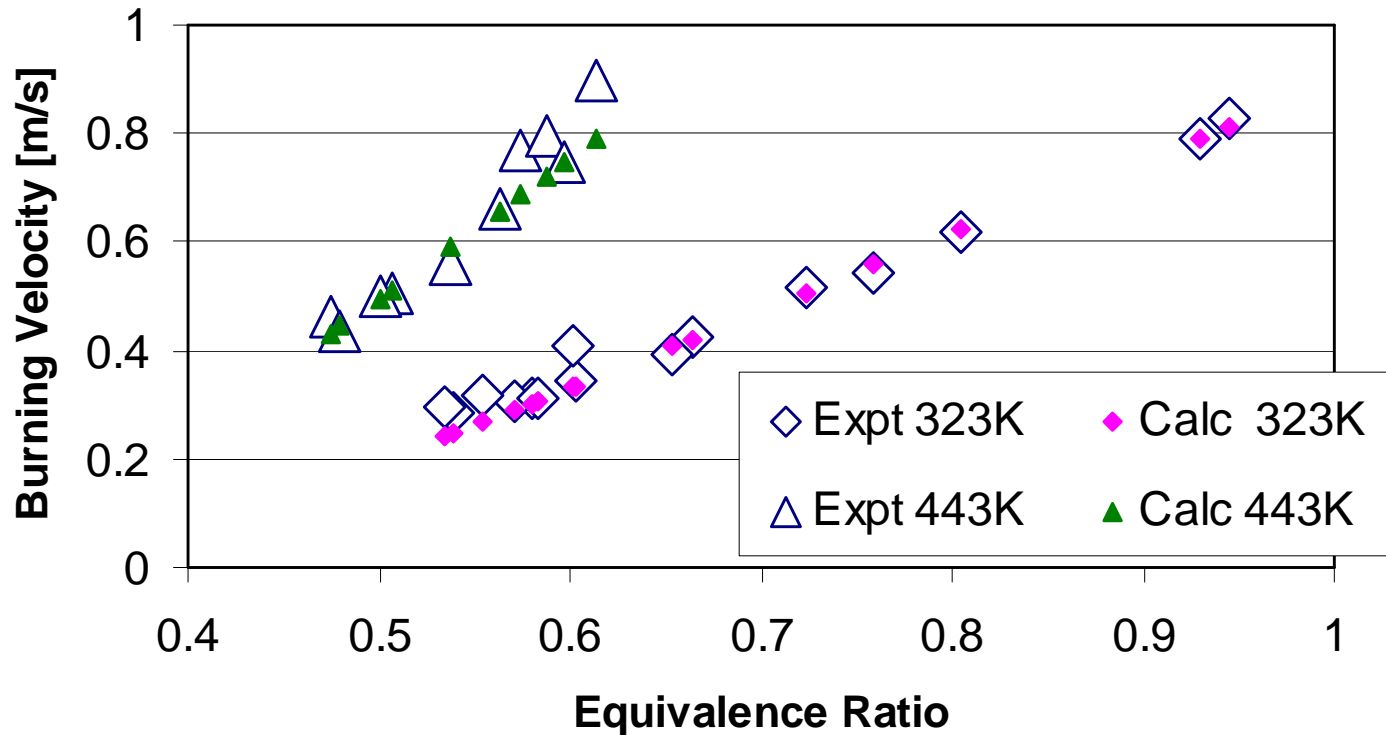
Equivalence ratio

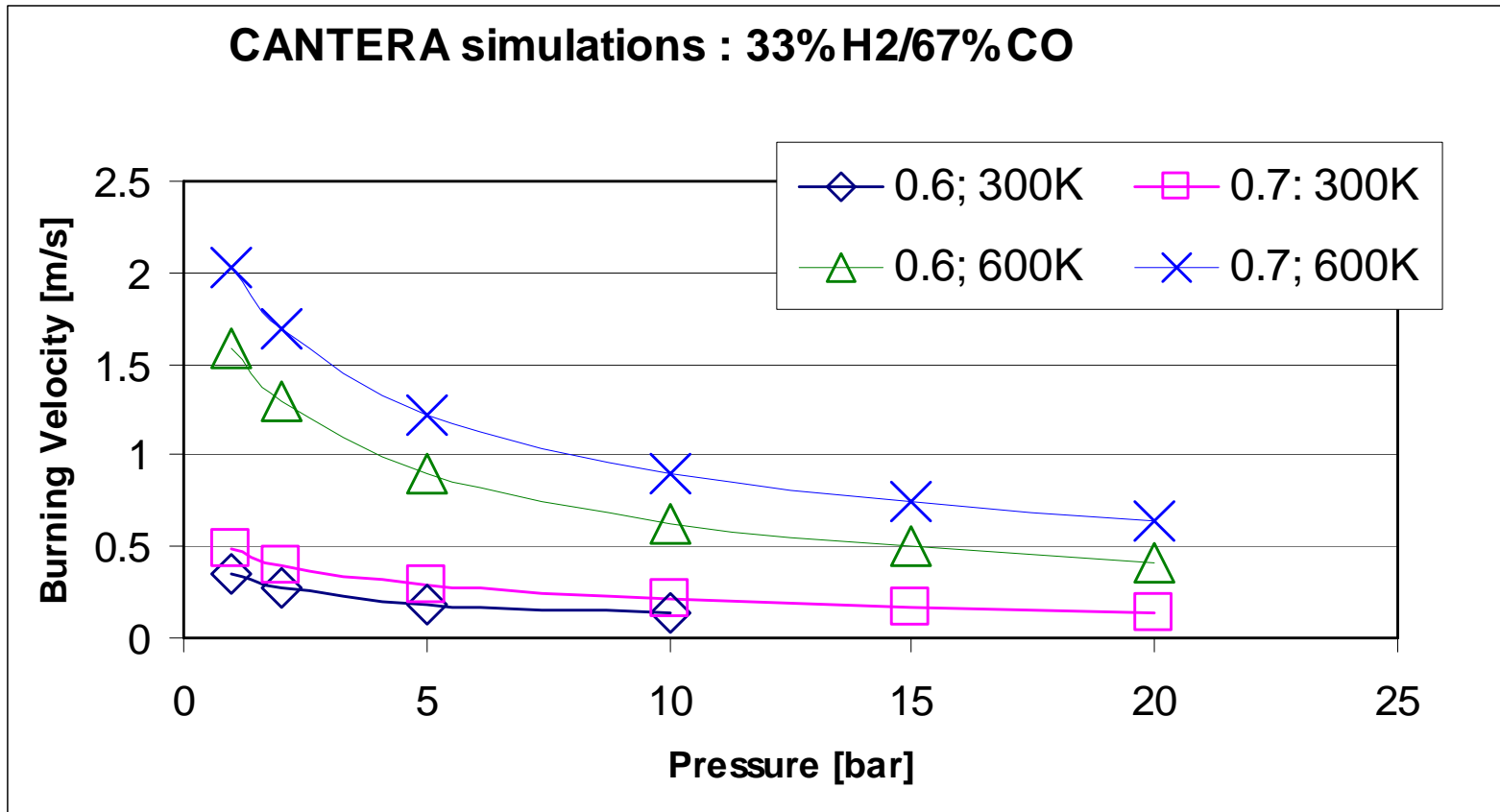
$\Phi = 0.534$

0.542

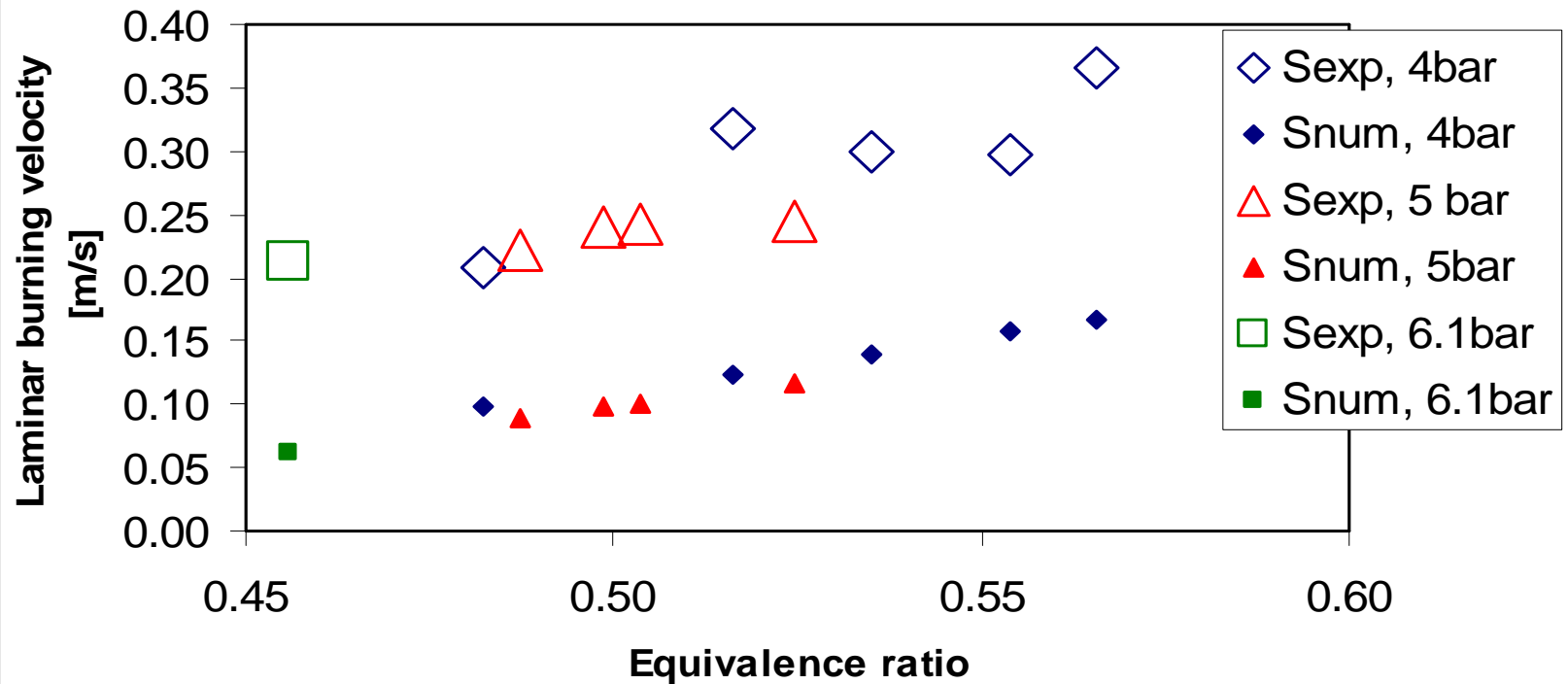
0.611

**Laminar burning velocity :  
33% H<sub>2</sub> - 67% CO; 1 bar**

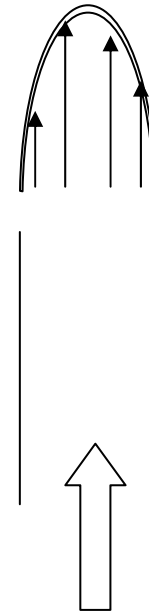
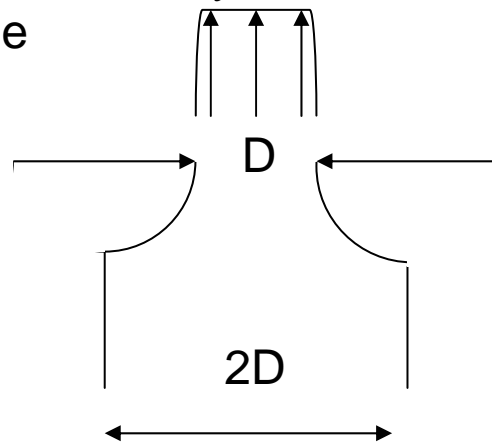




### Laminar burning velocities at high pressures and ambient temperature (300K): measurement and simulation



Top-hat velocity  
profile



Fully developed  
laminar pipe flow

Premixed  
reactants

Alternative nozzle exit flows introducing different hydrodynamic strain fields :  
increasing strain inhibits thermo-diffusive flame distortion?

Illustrative Schlieren images: 5mm bore ; 50D length

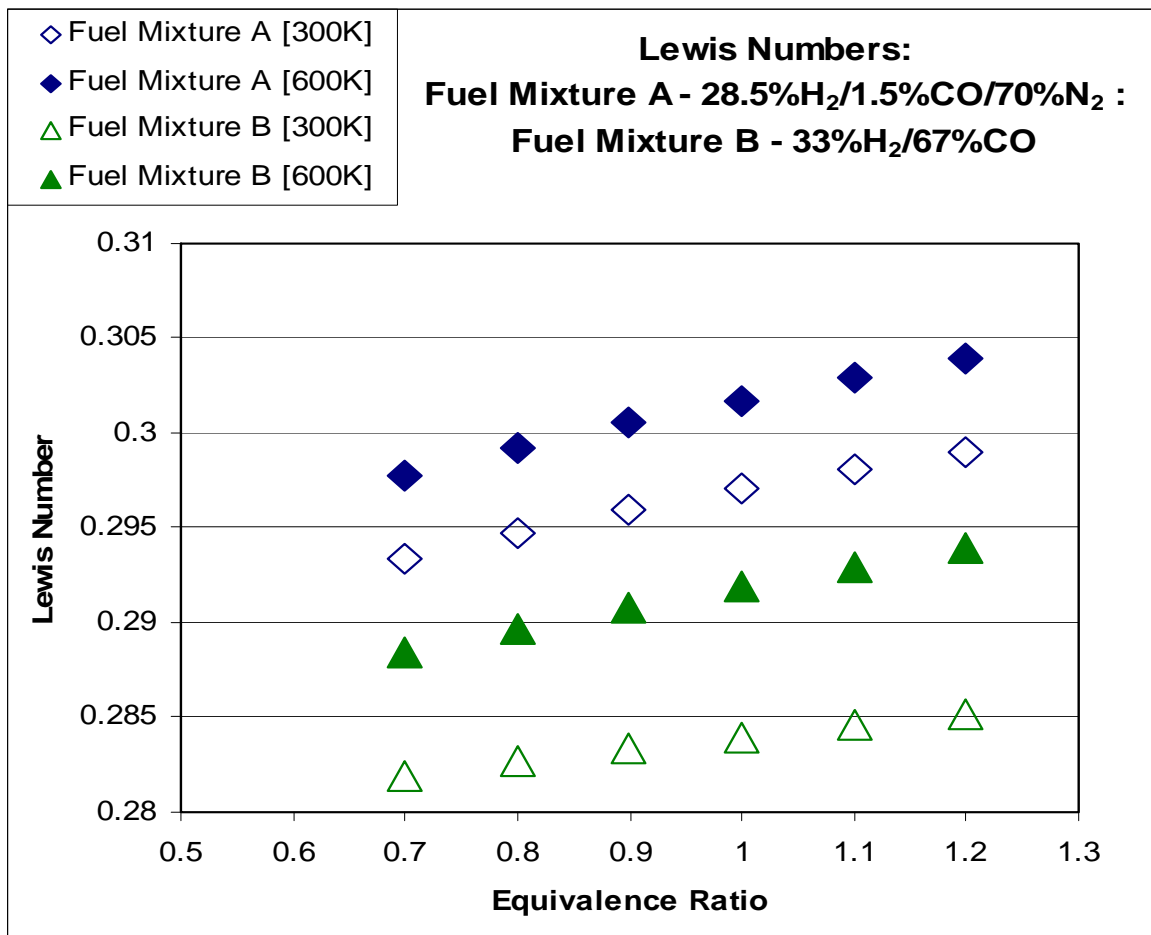


$\Phi = 0.505$  ; 1.94 bar



0.538 ; 1.8 bar

Water  
jacket



Will the increased sensitivity to Lewis number in lean hydrogen-rich flames have any significance in turbulent syngas flames at high pressure and temperature?