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Oil Extraction & Gas Absorption from Waste Tyre

Patel Ravi Atulbhai, Patel Dev Harshadbhai, Mr.Ritul Bhatt (Guide)
Department of Industrial Chemistry
Parul Institute of Applied Science

Abstract

The article presents research on the purification process of pyrolysis gas from hydrogen sulphide and CO_2 which release from waste tyre pyrolysis process. Pyrolysis, a process for treating tyres to create priceless oil, coal, and gas products, is gaining popularity, though. Chemically speaking, the tyre pyrolysis oil is quite complex and contains polar fractions as well as almon, aromatic, and heteroatoms. The fuel properties of tyre oil reveal that it is similar to gas oil or light fuel oil and that it burns successfully in ovens and test engines. The most significant gases created by the pyrolysis of used tyres are CO_2, CO_2, H_2S, and C1-C4 hydrocarbons. revisions to the tyre the updating of higher-grade carbon coal Black and active carbon have been the emphasis of the pyrolysis products on the basis of high value products. It was also claimed that the synthesis of hydrogen from used tyres or converting oil into a chemical food source rich in aromatics involved the employment of catalysts. NaOH in concentration 0.05 M appeared to be the most efficient, showing ~94% H_2S removal efficiency under the conditions studied. To eliminate harmful gases including CO, CO_2, and H_2S, MDEA (tertiary amine methyl diethanolamine) scrubber gases are released.

1. Introduction

India ranks third globally in both natural rubber production and consumption. According to a survey, the auto industry in the nation is the biggest consumer. According to Business Standard, India produces 6.5 lakh tyres per day.[1] There is a lot of interest in alternate tyre treatment methods, including the application of pyrolysis technology (Sienkiewicz et al., 2012). At normal pyrolysis temperatures of 500 ° C, pyrolysis is the thermal breakdown of the organic additives of tyres to also create a petrol, gaseous, and coal product to recover the metallic. Oil can be used as a fuel directly, as a fuel additive in oil refineries, as a raw material for chemical production, or it can be enhanced using catalysts in high-quality fuel. [2]

The general public of the gasoline tyre pyrolysis is made from C1-C4 hydrocarbons and hydrogen, each of which have excessive calorific values and incorporate sufficient power to be used as a fuel to generate heat at some point of the pyrolysis manner. [4] The CO2 black filler used in the festival char is created when rubber is pyrolyzed. It can be processed to make activated carbon, carbon black, or solid fuel.

The variety of pyrolysis reactors employed in this study are taken into account when pyrolyzing tyres. The impact of process variables is explored along with the yield and composition of products from tyre pyrolysis. The combustible properties of oils and their specific chemical composition will be discussed, and a detailed analysis of the properties and composition of coal and gas will be given. study into using tyres to make higher-quality items The pyrolysis process is also under control. The range of pyrolysis reactors on a commercial and semi-commercial scale is also addressed. [3]

1.1. Origin of problem

Five Amazing Uses for Recycled Tyres: - Tyre pyrolysis, Wastewater, Treatment Filters, Landfill Medium, Garden Mulch, Crumb Rubber (Crumb rubber is finely ground rubber made from used tires). From waste tyre pyrolysis various dangerous gases generated, including as CO_2, CO, SO_X, and NOx, will be formed if scrap tyres are burned directly in brick or other fields or incinerator plants, which would lead to environmental damage. Pyrolysis process release too much toxic gas.

1.2. Literature Review

About 1.5 billion tyres are produced annually, and since they eventually wind up in the trash stream, they pose a significant environmental risk.

India ranks third globally in both natural rubber production and consumption. According to a survey, the auto industry in the nation is the biggest consumer. According to Business Standard, India produces 6.5 lakh tyres per day. India accounts for 6% of the more than 1.5 billion tyres used annually worldwide.[1]

Three million tonnes of tyres are also imported into India each year for recycling. They go through high-temperature thermochemical processing to produce industrial oil and other derivatives.[1]

India produces 6.5 lakh tyres every day. In 2019, the Central Pollution Control Board (CPCB) ordered 270 tyre pyrolysis units in 19 states to shut, after finding that the units were flouting environmental norms and were responsible for high levels of pollution.

Tire disposal for automobiles that have been driven off the road is endless. Even though there are numerous disposal options for used car tyres, the issue still exists. A substance can be pyrolyzed to produce products

of added value like char, gas, and oil. TPO is said to have qualities that resemble those of diesel fuel. Land filling is one typical method of getting rid of these used tyres. Tires were found to be big, and 75% of the area they take up is empty, therefore disposing of used tyres in landfills presents a number of challenges.

The need for alternative fuels for diesel engines has arisen as a result of rising energy costs, stricter emission standards, the depletion of fossil resources, and the fluctuating price of petroleum products in India. It is crucial to develop alternate fuels in order to solve this issue. This review's major objective is to clarify the value of tyre pyrolysis oil as a substitute fuel for diesel engines. In this context, there has recently been a resurgence of interest in tyre pyrolysis oil. In this review, the pyrolysis mechanism, reactors, product yield, and tyre-specific analysis methods such proximate analysis and elemental analysis are covered. Tyre waste begins to pyrolyze at 250 °C and is finished at 550 °C.

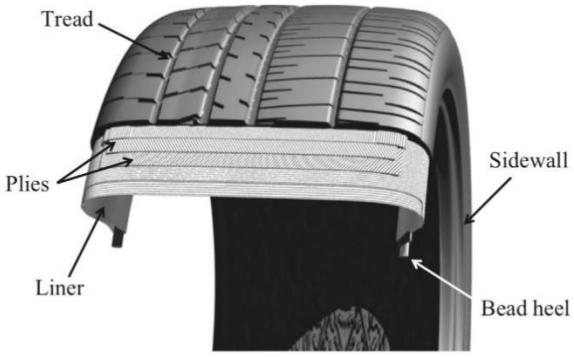
A catalyst makes oil lighter and dramatically increases the concentration of single ring aromatics. When engines are driven on tyre pyrolysis oil, combustion parameters such as the maximum rate of pressure rise and the heat release rate were also discussed. Due to the high aromatic content and extended ignition delay, higher loads were shown to result in higher NO(x), HC, CO, and smoke emissions. In comparison to DF, there were larger ignition delays. It is determined that tyre pyrolysis oil can be used as a substitute fuel in diesel engines.

1.3. Waste tyre management

Each band is created by joining separate components with distinct qualities and composition to create the finished tyre product. Parent illustrates these tyre additives: Layers are stacks of various materials (the layers of rubber and nylon are called lining stacks, and steel bolstered rubber layers are known as belt layers); bead is a ring-shaped metallic cord surrounded via a tough rubber low; flank is a combination of herbal and

artificial rubber with a small quantity of soot and additives; and tread is an immediate touch of herbal and artificial rubber with the ground as it must be rubber.[5]

Because of their numerous and varied applications, hearth compositions range significantly. Carbon black, metal, herbal rubber (NR), and synthetic rubber (SR) are the number one additives of tyres. Examples of RS include butadiene rubber (BR) and styrene-butadiene rubber (SBR). desk 1 displays the bottom material composition of numerous tyres, which include truck tyres and passenger automobile tyres (PCT). (TT) while these substances are blended, numerous tyre characteristics can be obtained for each distinct application. [5]



For rubber reinforcement and to boom the tire's resistance to put on and tear, carbon black is utilised. The procedure of vulcanization involves using sulphur to create cross-connected rubber fibres, substantially enhancing the rubber's hardness. in conjunction with employing sulphur compounds for this motive, producers also use accelerators and catalysts like stearic acid and zinc oxide.

2. Experimental section

The waste tyre is selected for the study. The samples were dried, wash and then cut. The fractions of below 2 cm size particle were selected for the practical. The weight of the sample is first taken 25 gm. Then feed taken is 50 gm.

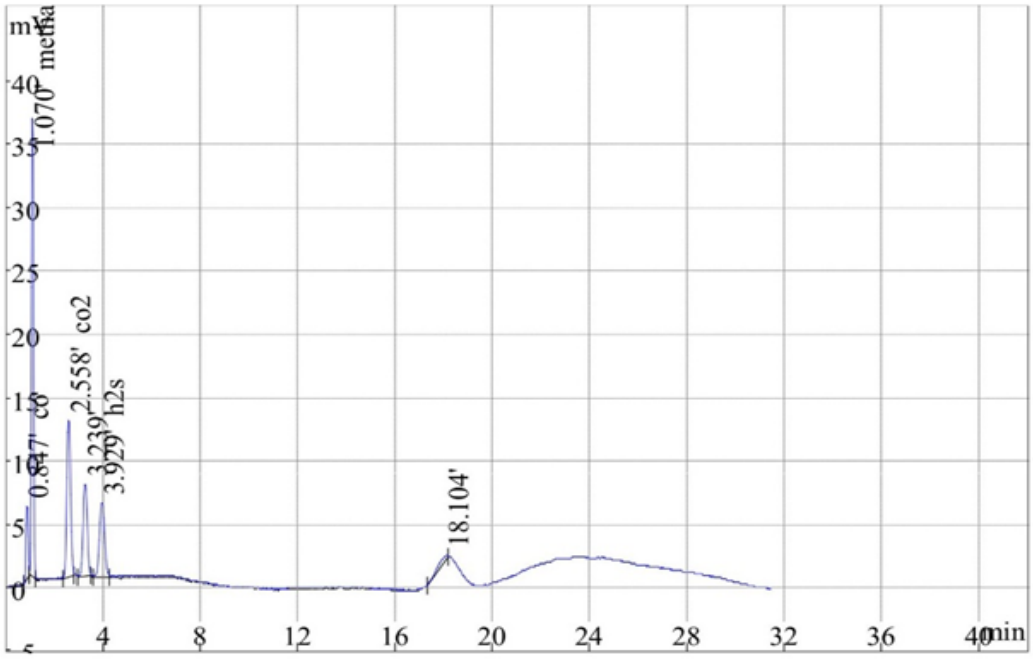
First**,** use the wire drawing machine to take out the tire wire, this step is to prepare for shredding the tires; Second**,** put tires without hard steel wire into tire shredder to obtain small piece of tires, shredded tires are easy to pyrolyze; Third**,** send the shredded tires into pyrolysis reactor through closed continuous feeder and heat the reactor with fuel. This step can realize automatic feeding, thus reduce labour cost and investment. Four, when the pyrolysis reactor is heated to a certain temperature, oil gas will generate, then oil gas goes through three-step cooling system, including vertical condenser, horizontal condenser and cooling tower, to be cooled down to get oil and enter oil tanks; Five**,** the non-condensable gas coming out of the cooling tower can be recycled to heat the reactor after being treated by tail gas cleaning and odour removal system.

Feed the reactor with the little scraps of used tyre rubber, and then heat it to 300 °C. Following that, steam was produced, exited the condenser, and cooled. The steam turned into oil, which was then collected in the tiny conical flask. And the gas collection bladder contained the uncondensed gas. Then, to reduce the toxicity of the gas, discharge the poisonous gas from the gas absorption scrubber.

3. Result and discussion

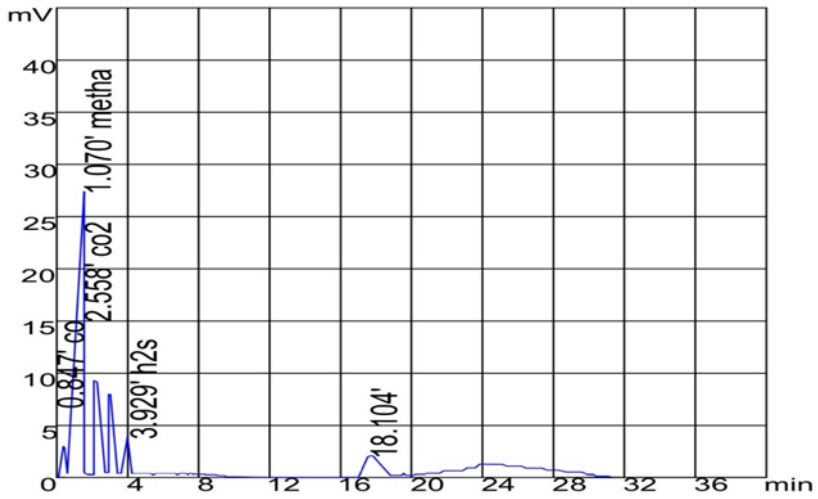
For waste tyre pyrolysis, I have taken 50 grams of waste tyre granules as a raw material. I have added 2 grams of zeolite as a catalyst to increase process rate. At the end of pyrolysis process, I got 22 ml of pyrolysis oil (20.8gm) as a product and 28.5 grams solid residue.

Tertiary amine methyl diethanolamine (MDEA) is being employed increasingly frequently as a chemical solvent for the selective absorption of hydrogen sulphide from gases containing hydrogen sulphide and carbon dioxide



Gas Analysis graph without scrubber

According to figure the analysis report of the gas composion which is release from the waste tyre pyrolysis process. The report or graph shows the gas detected the specific time and also show the area covered by the gas. This graph and data are analysis of gas composion without scrubber.



Gas analysis graph with gas absorption scrubber

This is the analysis report of the gas composion which is release from the waste tyre pyrolysis process. The report or graph shows the gas detected the specific time and also show the area covered by the gas. This graph and data are analysis of gas composion with scrubber. After the toxic gas pass from the scrubber area which is covered by gas is decries its means some % of gas is absorb.

3.1. Tyre pyrolysis oil composition

Aliphatic compounds	Single ring aromatic compounds	Polyaromatic hydrocarbons (PAH)	Others
Alkanes	Toluene	Naphthalene	*Hydrocarbons*
Decane (C_{10})	Ethylbenzene	Methylnaphthalene	Limonene
Undecane (C_{11})	Styrene	Biphenyl	Pinene
Dodecane (C_{12})	Xylene (1,2-dimethylbenzene)	Ethylnaphthalene	Cyclopentene, pentyl-
Tridecane (C_{13})	Xylene (1,3-dimethylbenzene)	Dimethylbiphenyl	Cyclohexene
Tetradecane (C_{14})	Xylene (1,4-dimethylbenzene)	Dimethylnaphthalene	Cyclohexene, propenyl-
Pentadecane (C_{15})	Toluene, ethyl	Acenaphthene	Cyclohexane, ethenyl–methyl-
Hexadecane (C_{16})	Benzene, propyl-	Trimethylnaphthalene	Cyclopentane, ethylidene-
Heptadecane (C_{17})	Benzene, ethyl–methyl-	Dihydromethylnaphthalene	Phenol
Octadecane (C_{18})	Methylstyrene	Tetrahydronaphthalene	Methylphenol
Nonadecane (C_{19})	Indene	Fluorene	Dimethylphenol
Eicosane (C_{20})	Benzene, butyl-	Methylfluorene	Isopropylphenol
Heneicosane (C_{21})	Benzene, dimethylpropyl-	Phenanthrene	Methylbenzaldehyde
Docosane (C_{22})	Benzene, dimethyl-	Anthracene	Tetradecanoic acid
Tricosane (C_{23})	Benzene, butenyl-	Dimethylfluorene	Pentadecanoic acid
Tetracosane (C_{24})	Benzene, pentyl-	Methylphenanthrene	Hexadecanoic acid
Pentacosane (C_{25})	Benzene, cyclopentyl-	Methylanthracene	Heptadecanoic acid
(C_{26})–(C_{35})	Benzene, cyclohexyl-	Dimethlyphenanthrene	Octadecanoic acid
Alkenes	Benzene, hexyl-	Fluoranthene	*Sulphur compounds*
Hexene	Benzene, hexenyl-	Pyrene	Thiophene
Heptene	Methylindene	Trimethylphenanthrene	Benzothiophene
Octene	Dimethylindene	Tetramethylphenanthrene	Methylbenzothiophene
Nonene	Benzene, methyl–butenyl-	Chrysene	Dimethylbenzothiophene
	Terphenyl	Benzo[a]pyrene	Trimethyldihydrobenzothiophene
	Dimethylindene	Benzo[e]pyrene	Tetramethyldihydrobenzothiophene
	Trimethylindene	Benz[a]anthracene	Dibenzothiophene
	Ethylindene		Naphthothiophene
			Methylnaphthothiophene
			Methyldibenzothiophene
			Dimethyldibenzothiophene
			Trimethyldibenzothiophene

The pyrolysis oil used in tyre pyrolysis is a medium-sized fish oil with a soda/aromatic odour and a dark brown or black colour. It is a hazardous chemical Complex with more than 100 linkages that have been found. Table is a summary of some of the relationships that have been reported and found in the pyrolysis of tyre oil. [6]

Due to its high density, low flash point, and low cetane number, this oil has poor fuel characteristics.

Tyre pyrolysis oil is made from used car tyres that were removed from bomb reactors, and its chemical make-up is as follows: Carbon (86.11%), Hydrogen (10.92), Nitrogen (0.41%), Sulphur (0.83%), Ash (not available), and Oxygen by difference (1.73%).

4. Conclusion

The form of reactor hired, at the side of the temperature and heating evaluation, heavily impacts the yield and composition of created products of pyrolysis, in particular of oils and gases. Chemically notably risky, the oil from tyre pyrolysis contains aliphatic, aromatic, heteroatom, and polar fractions. Benzene, toluene, xylenes, styrene, limonene, and indene, collectively with their alkylated homologs and polycyclic aromatic hydrocarbons with 2 to 5 jewelleries, are the number one aromatic chemical compound found in the oil. Tire pyrolysis oils have been efficaciously burned in test ovens or blended with diesel gasoline and used in diesel engines, in step with evaluation of their gasoline qualities, which display that they're akin to a diesel (diesel) or a light gas oil. The number one gas worried in tyre pyrolysis are CO2, H2S, CH4, C2H6, C2H4, C3H8, C3H6, C4H10, and C4H8. full-size will increase within the concentration of benzene, xylenes, and toluene were discovered in research on using low temperature zeolite type catalysts as much as better concentrations of essential single ring fragrant compounds inside the oils generated. The MDEA (tertiary amine methyl diethanolamine) scrubber emits gases to soak up or reduce harmful gases like CO, CO2 and H2S.

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