Performance Evaluation of Underground Mine Diesel Engine Exhaust Insulation Products

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Abstract

The use of diesel engine exhaust insulation products are widespread and increasing in mobile underground mining equipment applications. Diesel engine exhaust insulation products minimize engine exhaust heat energy loss which can improve the oxidation performance of diesel oxidation catalysts and diesel particulate filters. In addition the passive regeneration performance of diesel particulate filters can also be improved through the use of diesel engine exhaust insulation products. Several types of diesel engine exhaust insulation products are currently offered by a variety of manufacturers. Very little published information is available concerning the thermal properties and performance of diesel engine exhaust insulation products.

In this technical paper 4 different types of diesel engine exhaust insulation products provided by the same vendor are installed onto a 33 kW diesel generator set and are evaluated based on ISO 8497. Each diesel engine exhaust insulation product was installed onto an identical engine exhaust pipe which was instrumented with 6 thermocouples attached to an 8 channel Omega TC-08 datalogger. The thermal insulation performance, heat transfer, insulation surface temperatures and rock impact damage to the surface of insulation are tested and reported. In addition the sound attenuation of each type of diesel engine exhaust insulation was tested and evaluated.
Product Description

Insulation type CEP STD:

- Outer layer
  - Gray color
  - Silicone impregnated fiberglass outer cover
  - Temperature limit of 500 °F (260 °C).

- Middle layer
  - Fiberglass
  - Temperature limit of 1200 °F (649 °C).

- Inner layer
  - Steel mesh (304)
  - Temperature limit of 1200 °F (649 °C).
Insulation type CEP II:

- **Outer layer**
  - Red color
  - Silicone impregnated fiberglass
  - Temperature limit of 600 ºF (316 ºC).

- **Middle layer**
  - Calcium-Magnesium-Silicate (CMS) wool
  - Temperature limit of 1800 ºF (982 ºC).

- **Inner layer**
  - Thin sheet of stainless steel 321
  - Steel mesh (304)
  - Temperature limit of 1200 ºF (649 ºC).
Insulation type CEP III:

- **Outer layer**
  - 304 stainless steel knitted wire mesh
  - Stainless steel laminated fiberglass
  - Temperature limit of 932 °F (500 °C).

- **Middle layer**
  - Calcium-Magnesium-Silicate (CMS) wool
  - Temperature limit of 1800 °F (982 °C).

- **Inner layer**
  - Thin sheet of stainless steel 321
  - Temperature limit of 1200 °F (649 °C).
Insulation type CEP Hard Coated (HC):

- Outer layer
  - Black color
  - Composite fiber

- Inner layer
  - High alumina ceramic fiber
  - Temperature limit of 2300 °F (1260 °C).
Procedure

The exhaust pipe of a diesel genset was wrapped with 4 different types of removable insulation blanket.

Six sensors were installed on an exhaust pipe insulation as shown in the previous slides.

Two extra sensors (T7 & T8) were set to measure ambient temperature.

Temperatures measured in following steps: with engine off, while engine running with zero load, load increased to 36%, then 72% and back to 36%, zero load, and finally measurement continued for the last stage after engine turned off. The temperature of exhaust gas inside the pipe was measured at Inlet (T5) and outlet (T6) and subtracted to find the heat loss. The temperature of insulation inner layer (T2, hot side) and outer layer (T1, cold side) were measured and subtracted to evaluate heat retention.
Temperature sensors connected to OMEGA TC-08 Datalogger
Load Bank
Exhaust pipe with no insulation installed
Exhaust gas temperature measurement at outlet (T6)
Exhaust pipe installed with CEP II insulation
T1 sensors installed on surface of CEP II insulation near outlet
Pictures showing sensor T3 installed on the surface of CEP II

Surface temperature measurement (T3)

Gas inlet temperature measurement (T5)
Sensor T2 installed on the pipe surface (under CEP II insulation) near the outlet
Sound level measurement, CEP II insulation, near the inlet
Picture of exhaust pipe installed with CEP III insulation
Picture of exhaust pipe installed with CEP STD insulation
Pictures showing sensor T3 installed on the surface of CEP STD
Picture of exhaust pipe installed with CEP HC insulation
Exhaust Pipe+CEP HC Insulation - Temperature v.s. Time

- **T1** Insulation cold side-outlet
- **T2** Insulation hot side-outlet
- **T3** Insulation cold side-inlet
- **T4** Insulation hot side-inlet
- **T5** Inlet gas
- **T6** Outlet gas
- **T7** Ambient
- **T8** Ambient

- **36% load**
- **72% load**
- **0% load**

**Temperature [deg C]** vs. **Time [Min]**
Surface temperature Insulation evaluation

The chart for surface temperature (measured with T1 sensor) vs. insulation type shown on the next two slides. The chart shows that the skin (cold side) temperature of CEP III has the lowest value (101 ºC) compared to the other types of insulation (108 to 114 ºC). Therefore CEP III is the best insulation in terms of surface temperature and safety. Note that the Values lag behind load change due to insulation resistance. It has a delay in reaching to the maximum temperature during loading of the engine, and it has a delay in cooling off during unloading of the engine, therefore as shown in the chart 36% load shows higher heat than 72%.
Insulation Heat Retention Evaluation

On the next two slides, the heat retention was calculated by subtracting T1 from T2. It represents pipe surface temperature (hot side) minus insulation surface (cold side) temperature. As shown in next slide, CEP III has the highest heat retention (245 ºC), than CEP II, CEP HC, and CEP STD.
Heat Retention vs. Engine Load

<table>
<thead>
<tr>
<th>Engine Load</th>
<th>Engine off</th>
<th>No Load</th>
<th>36% Load</th>
<th>72% Load</th>
<th>36% Load</th>
<th>No Load</th>
<th>Engine off</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine off</td>
<td>0</td>
<td>10</td>
<td>15</td>
<td>0</td>
<td>5</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>No Load</td>
<td>5</td>
<td>91</td>
<td>92</td>
<td>100</td>
<td>110</td>
<td>63</td>
<td>9</td>
</tr>
<tr>
<td>36% Load</td>
<td>7</td>
<td>158</td>
<td>55</td>
<td>142</td>
<td>110</td>
<td>67</td>
<td>225</td>
</tr>
<tr>
<td>72% Load</td>
<td>8</td>
<td>155</td>
<td>167</td>
<td>196</td>
<td>127</td>
<td>171</td>
<td>245</td>
</tr>
<tr>
<td>36% Load</td>
<td>5</td>
<td>118</td>
<td>78</td>
<td>177</td>
<td>127</td>
<td>75</td>
<td>106</td>
</tr>
<tr>
<td>No Load</td>
<td>4</td>
<td>67</td>
<td>106</td>
<td>127</td>
<td>75</td>
<td>32</td>
<td>85</td>
</tr>
<tr>
<td>Engine off</td>
<td>0</td>
<td>19</td>
<td>88</td>
<td>32</td>
<td>32</td>
<td>85</td>
<td>32</td>
</tr>
</tbody>
</table>
Heat loss inside exhaust pipe

On the next slide the heat lost was calculated by subtracting exhaust gas temperature inside the pipe at inlet from the value at the outlet side, or $T_5$ minus $T_6$.

The lower the value, means lower heat loss, and therefore a better insulation. CEP III, CEP II and CEP STD are almost performed similar and show lower values compare to CEP HC. Therefore all three are acceptable in terms of heat loss prevention.
Impact Test

In this test 15.87 kg weight was dropped from a height of 4 feet on each insulation while strapped to the exhaust pipe. CEP III, CEP II and CEP STD shows no visible damage to the surface of the insulation after the drop test. CEP HC was dented (about 0.25” deep).
CEP HC with dent after the impact

CEP STD, II & III no visible permanent damage to the insulation after the impact
Sound Level Measurement

Sound level measured 26” away from the insulated exhaust pipe. It shows 1-3 dBA Improvement compared to the pipe with no insulation. The sound measurement device was exposed to direct engine and other environmental noise.

Sound level vs. Engine Load

- No Insulation
- CEP STD
- CEP II
- CEP III
- CEP HC

Sound level measured 26" away from the insulated exhaust pipe. It shows 1-3 dBA Improvement compared to the pipe with no insulation. The sound measurement device was exposed to direct engine and other environmental noise.
Oil Absorption Test

Each insulation was submerged in oil for an hour and weight before and after, the result is shown as % gain over the original weight:

- CEP STD  75% (highest oil absorption)
- CEP II    71%
- CEP III   64%
- CEP HC    33% (lowest oil absorption)