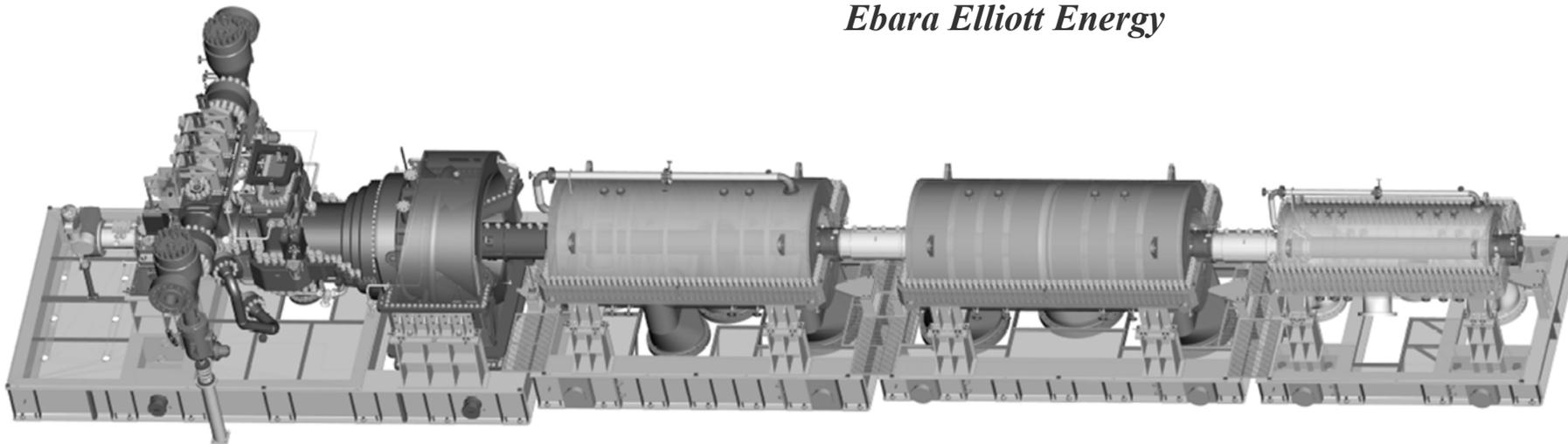
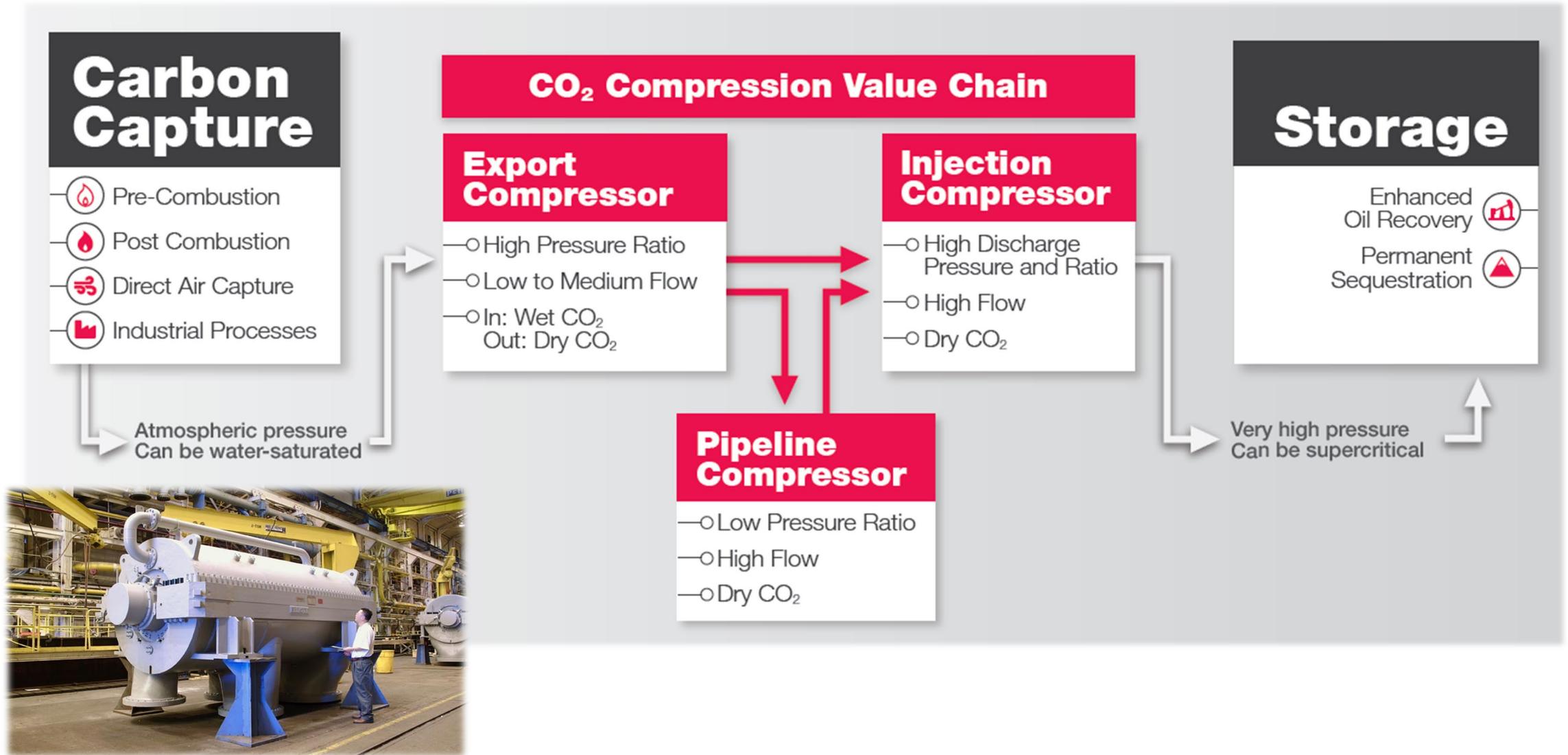


# Compression Machinery and Processes for CO<sub>2</sub> Capture

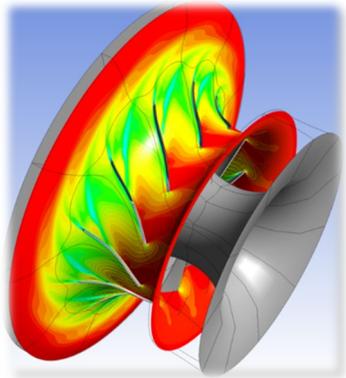
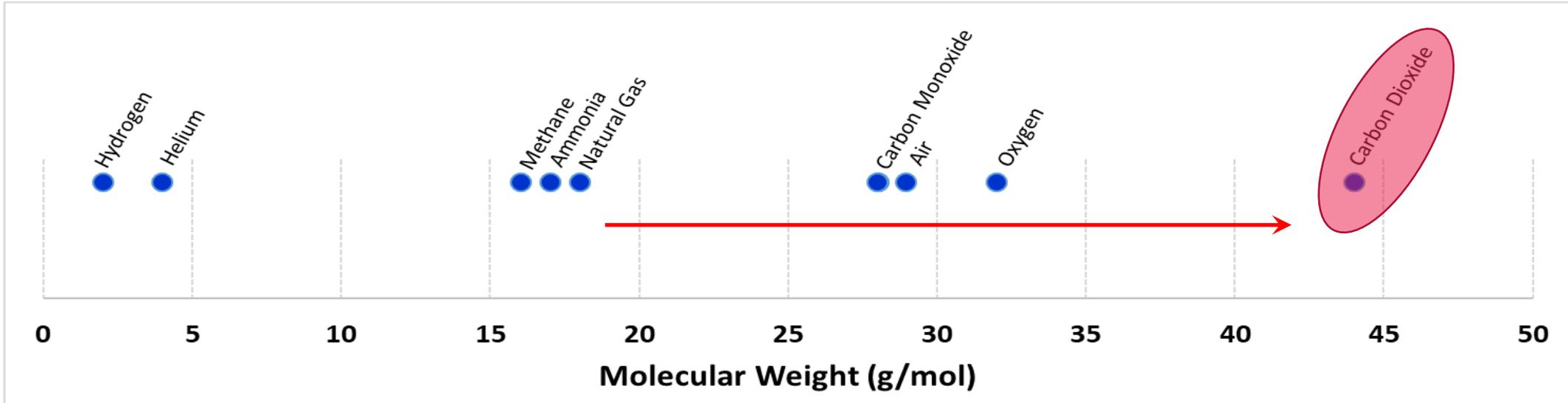
*Robert Pelton*  
*Senior Manager – Compressor Aerodynamics*  
*Ebara Elliott Energy*



# Compression Options For CCS



# Challenges Associated with Turbomachinery Design



**P Ratio:**

$$\frac{P_2}{P_1} = \left( 1 + \frac{\eta}{c_p T_1} \cdot H \right)^{\frac{\gamma}{\gamma-1}}$$

**T Ratio:**

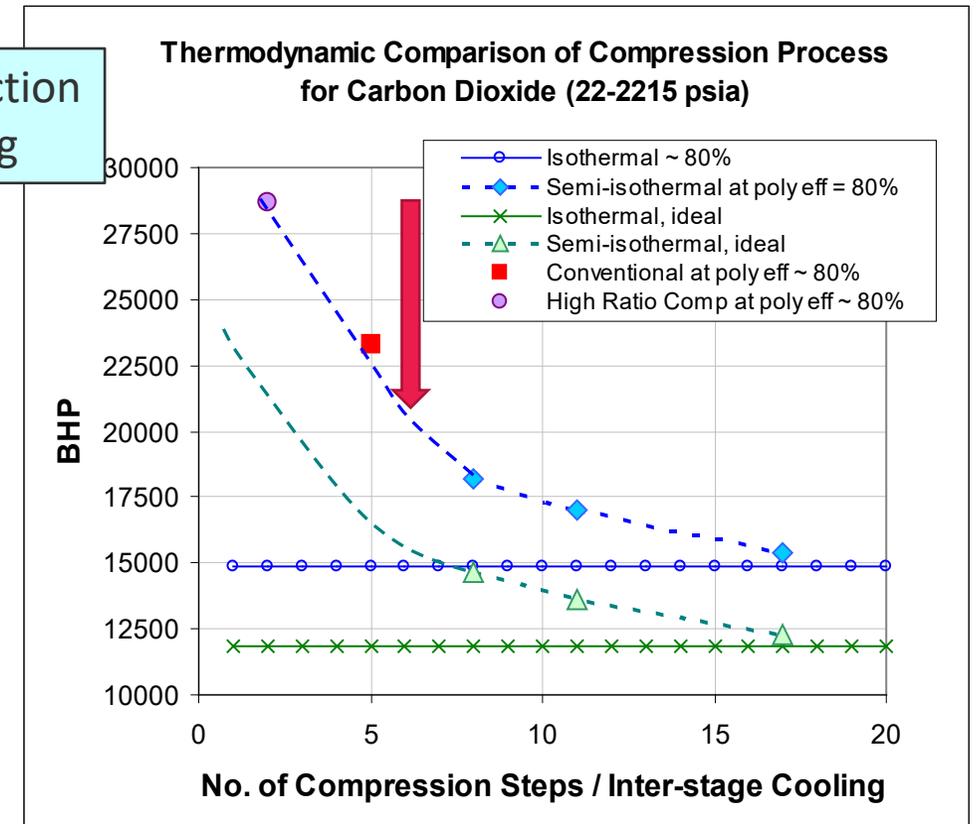
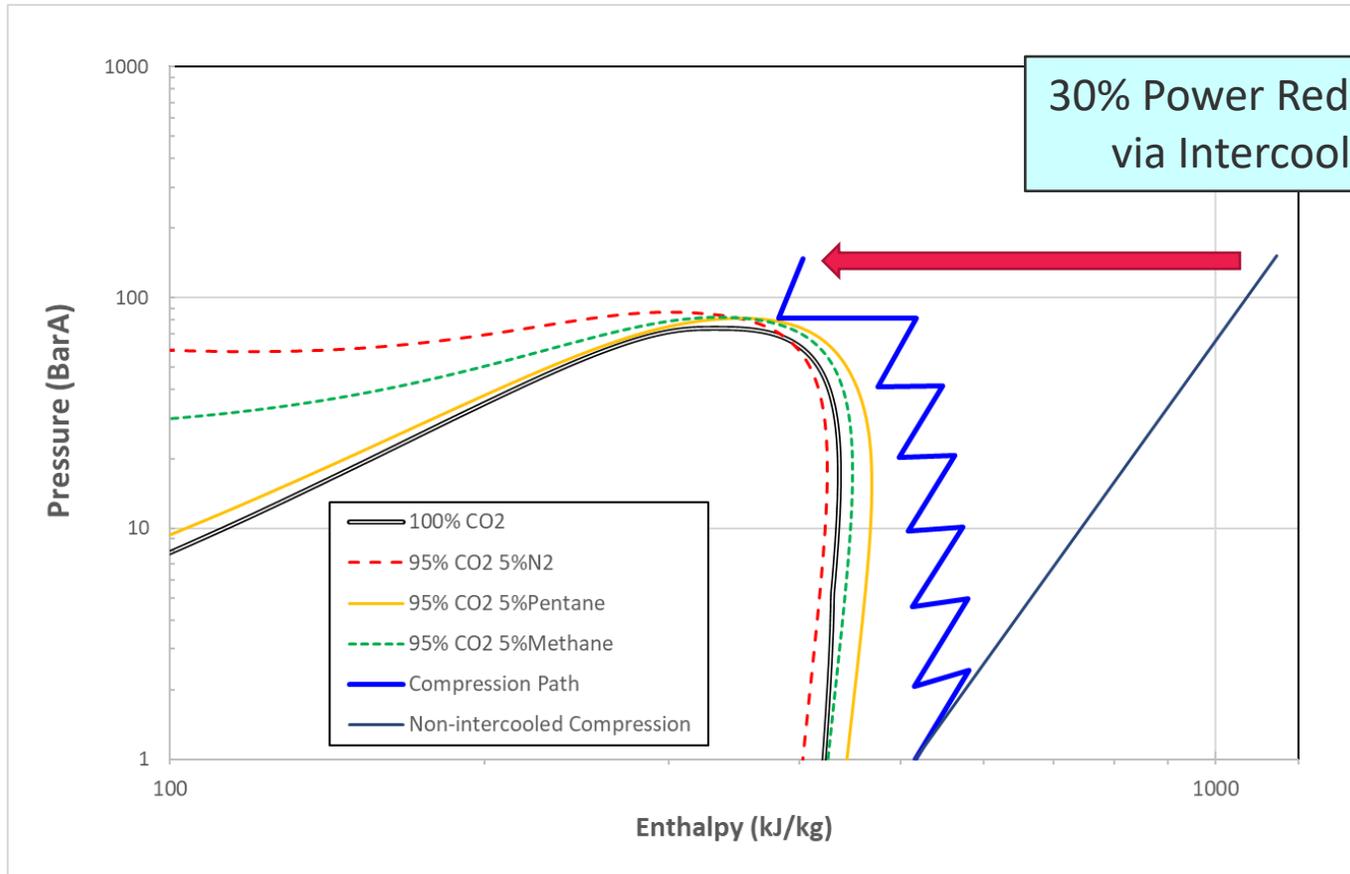
$$\frac{T_{Cold}}{T_{Hot}} = \left( \frac{P_{Hot}}{P_{Cold}} \right)^{\frac{1-\gamma}{\gamma}}$$

- ✓ Specific Heat of CO2 is low
  - Natural gas – 2.3 kJ/kgK
  - Carbon Dioxide – 0.8 kJ/kgK
- ✓ **High Volume Reduction**
- ✓ **High Temperature Rise**



# CO2 Compression Path Dependence

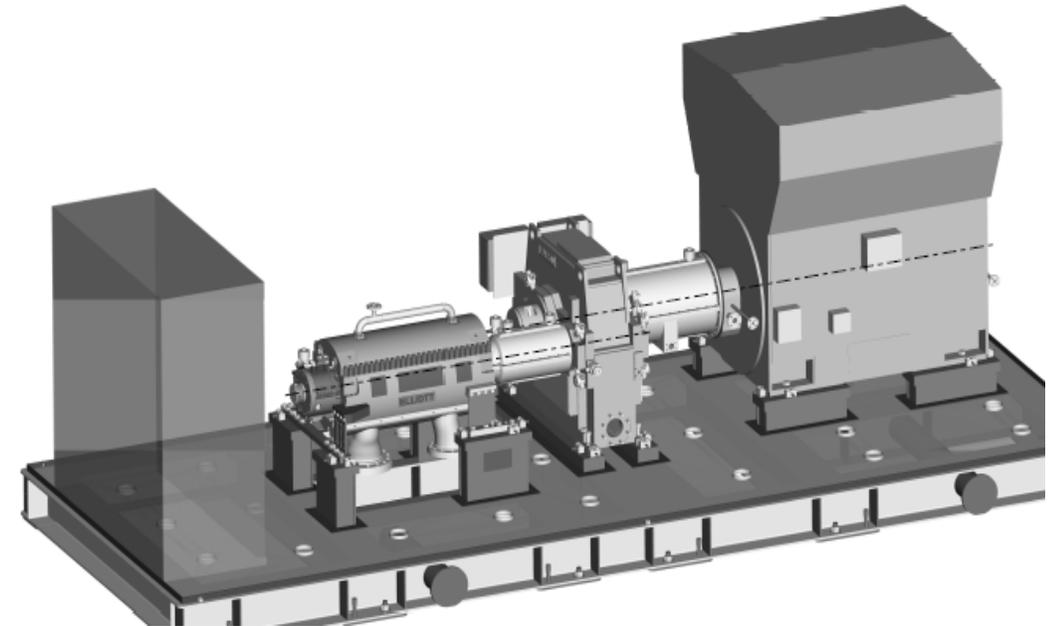
- ✓ Intercooling dramatically reduces power consumption
- ✓ This pushes stage inlets near the saturation line
- ✓ Care must be taken to avoid multi-phase flow as there is uncertainty in the gas composition



Courtesy SwRI and DOE [Moore et al.]

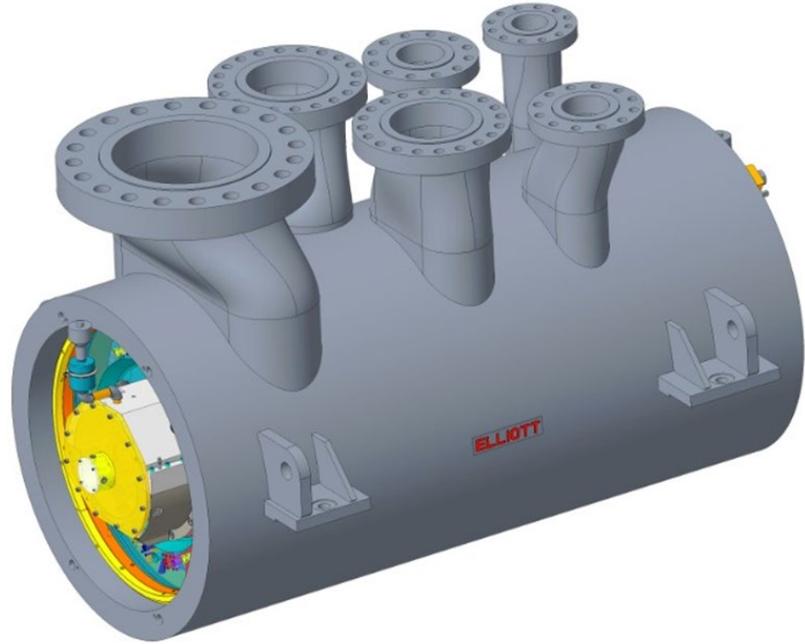
# CO<sub>2</sub> Compressor Design Challenges

- High compression ratios and large volume changes result in substantial change in optimal stage size requiring multiple casings and gearboxes
- Wide required operating range to match plant operation
- Low sonic speed near the critical point can reduce operating range
- Large variation in gas properties with impurities
- High density amplifies rotordynamic and impeller-dynamic forces
- Multi-phase behavior (pumping versus compression)
- Carbonic acid formation in presence of water (corrosion)
- Solubility in elastomeric materials (seals, flexible ducting, packings, valves)
- Liquid/ice formation when rapidly expanded (Joule-Thomson) at shaft seals
- Selectively leeches certain elements from common metals (materials, coatings)



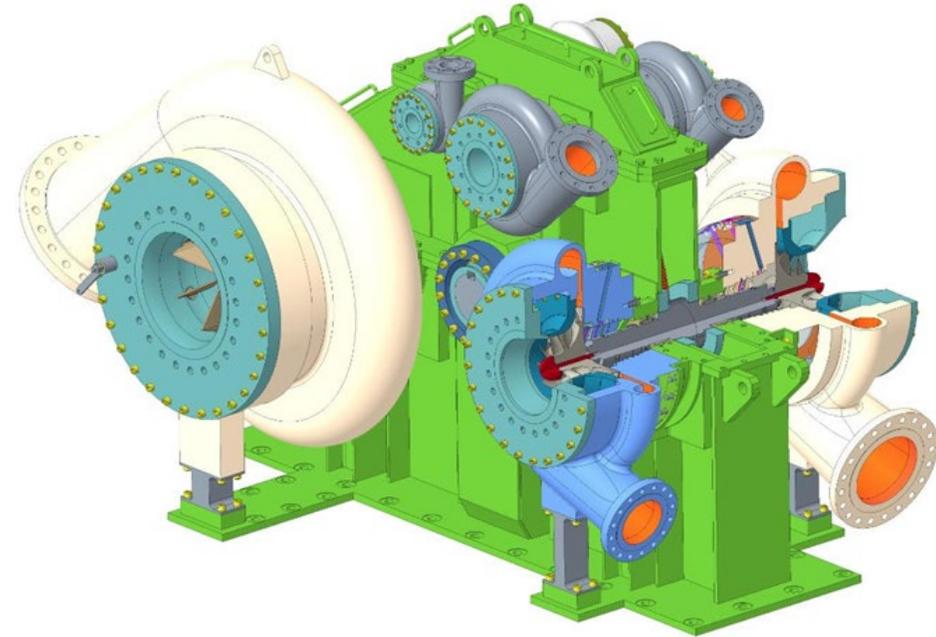
Elliott 15 MW CO<sub>2</sub> Recycle Compressor

# Turbomachinery Architecture for CO2 Compression



## Beam Style Compressors

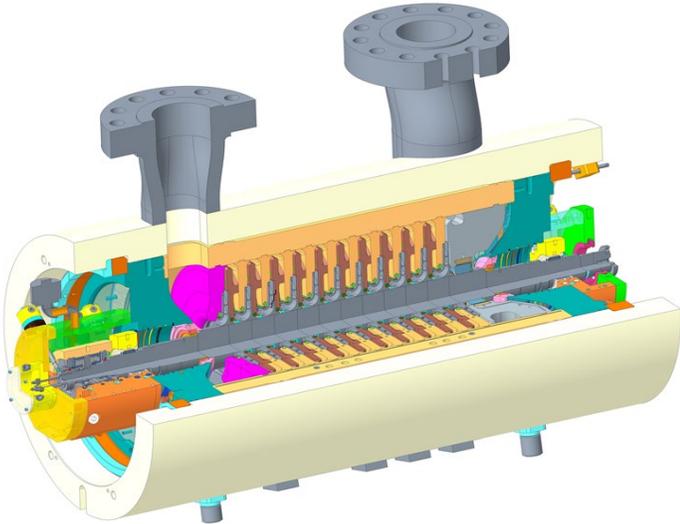
- 2 seals & bearings per casing
- All stages operate at the same speed
- Intercooling is difficult
- Last stages can drop to very low flow coefficients and efficiency
- Can manage higher pressures



## Integrally Geared Compressors

- Individual pinions run at different speeds
- Improved aerodynamics
- Easier intercooling
- More seals and bearings
- More complex package

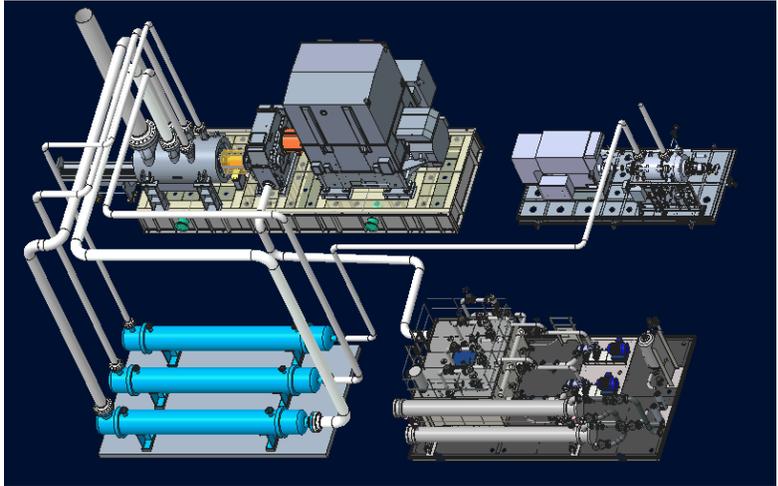
# Machinery Options



Conventional High Speed  
In-Line Centrifugal Compressors



Integrally Geared Conventional and  
High Speed Centrifugal Compressors



Blend of Compressors & inline  
pump/compressors

